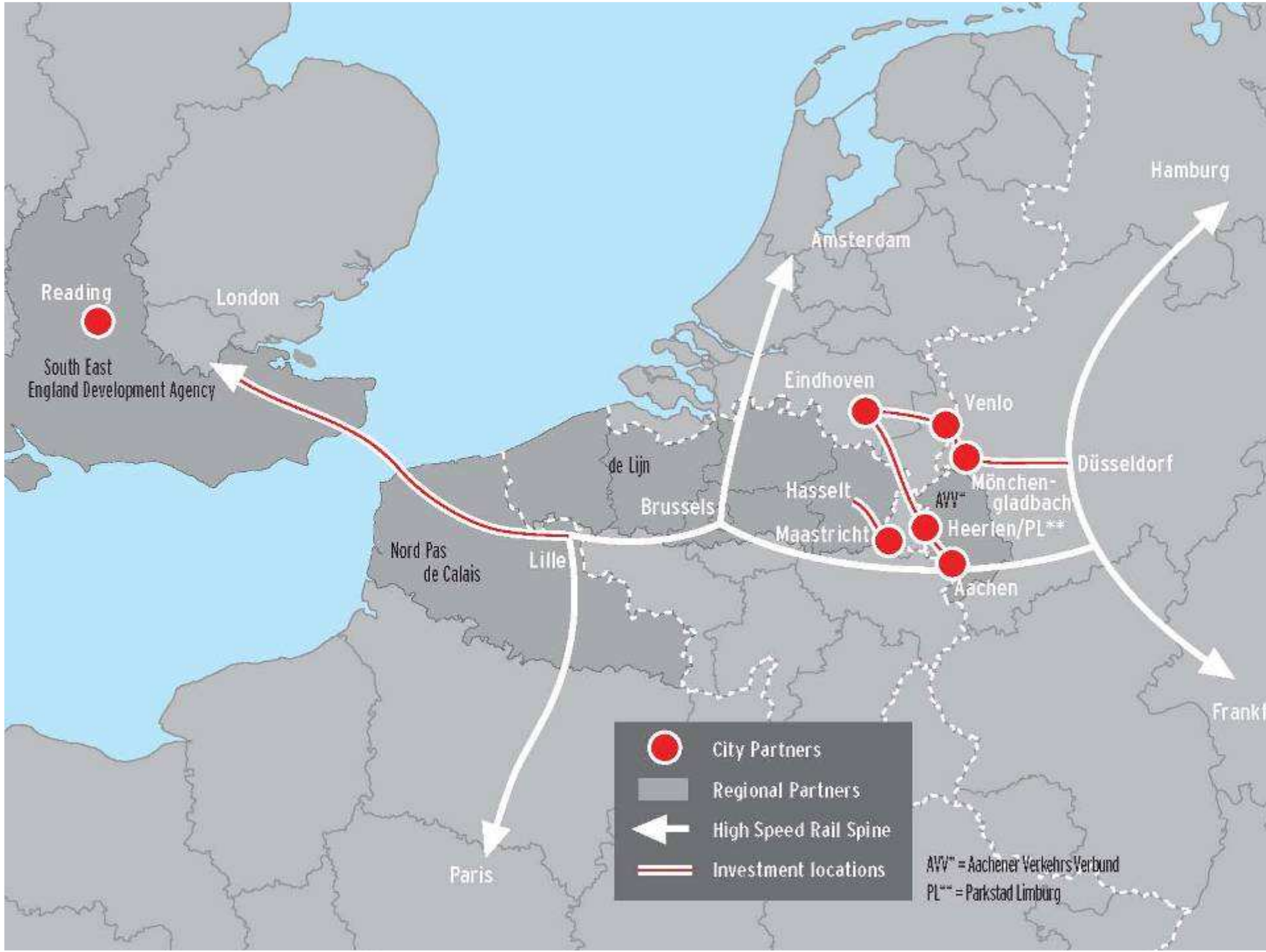






ENHSR Research Seminar 15.07.10

Extension Dutch main net concession 2015



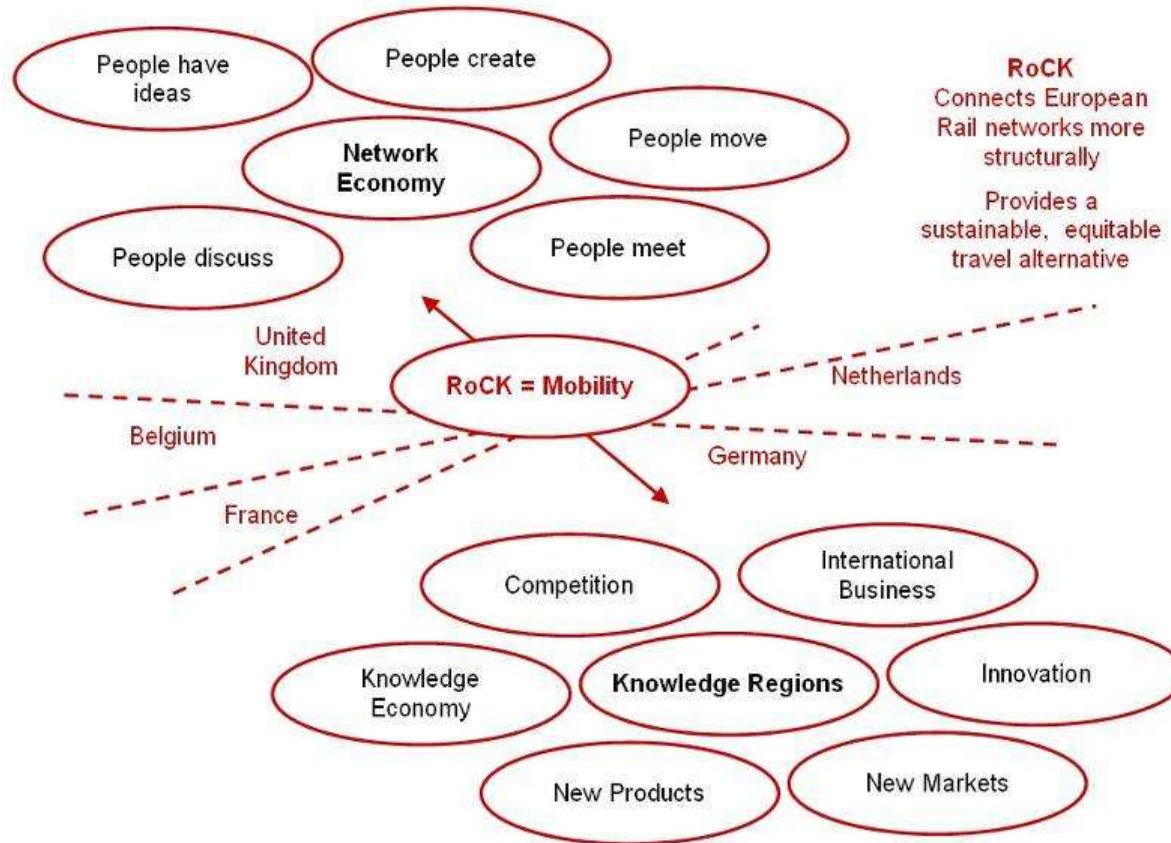
-  City Partners
-  Regional Partners
-  High Speed Rail Spine
-  Investment locations

AVV* = Aachener VerkehrsVerbund
 PL** = Parkstad Limburg

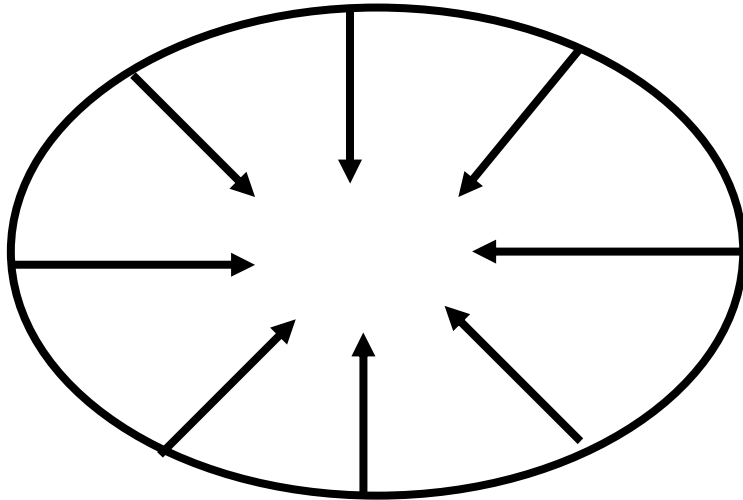
Project partners:

- Eindhoven (NL) - Parkstad Limburg (NL) - Maastricht (NL) - Venlo (NL)
- Aachen (DE) - AVV Aachener Verkehrsverbund (DE) - Mönchengladbach (DE)
- Vlaamse Vervoermaatschappij De Lijn (BE)
- Région Nord-Pas-de-Calais (FR)
- Reading Borough Council (GB) - SEEDA South East England Development Agency (GB)

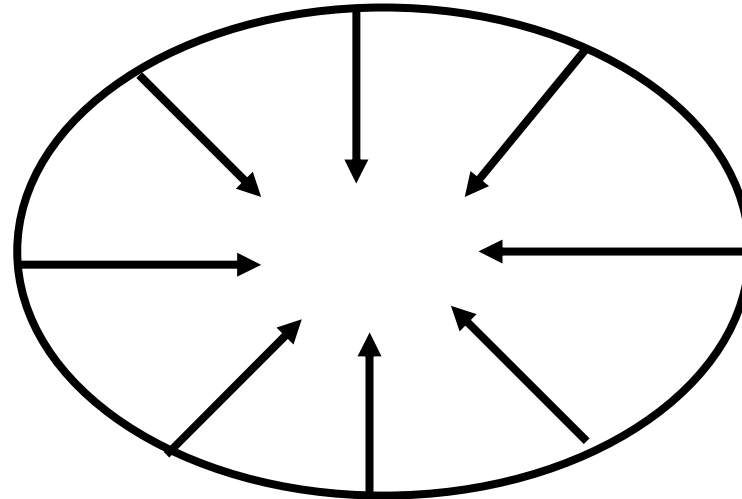
Project aim:



National Railway system

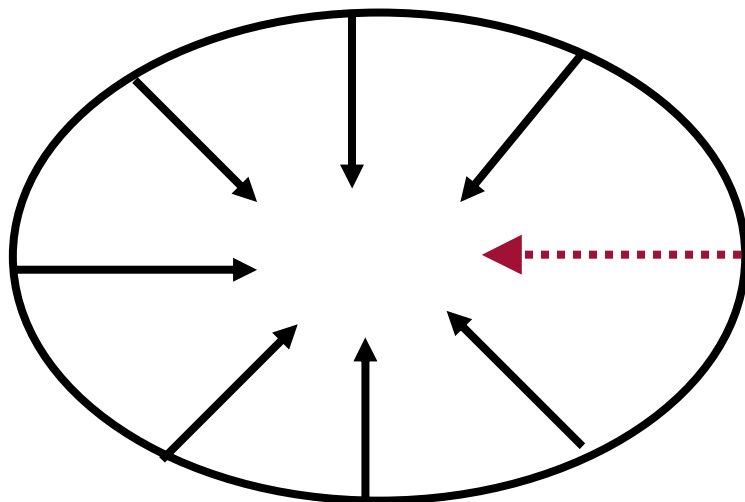


National Railway system



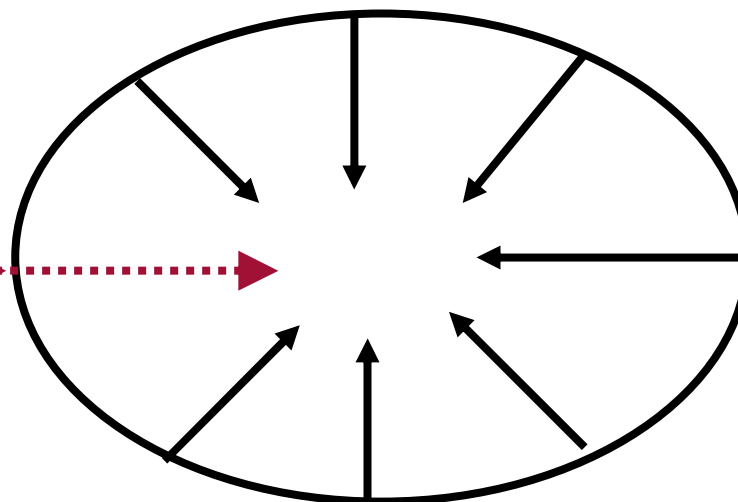


Public service contract



Free Market

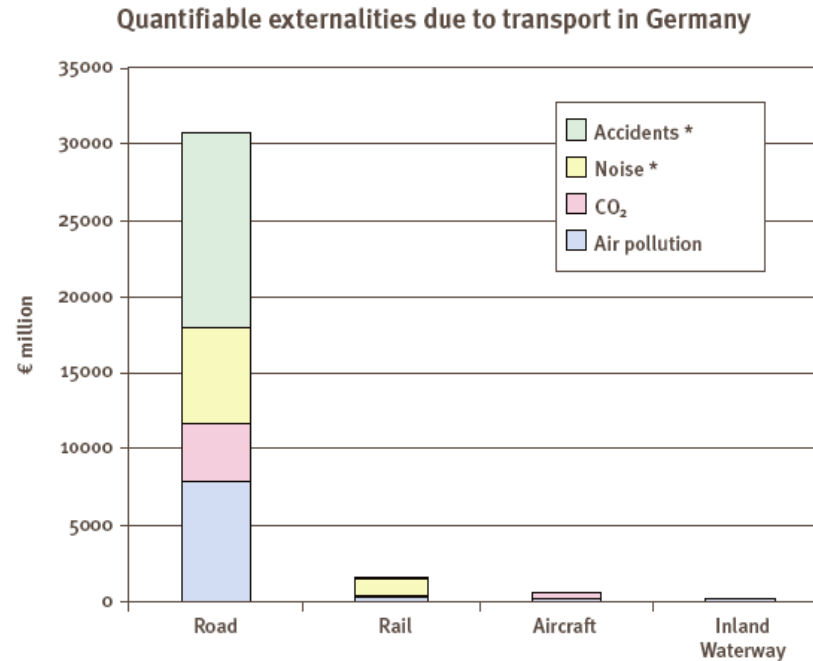
Public service contract



- Directive allows ‘cabotage’ but only if it does not negatively influence existing concessions and PSCs

RoCK integrates well with strategic policy objectives

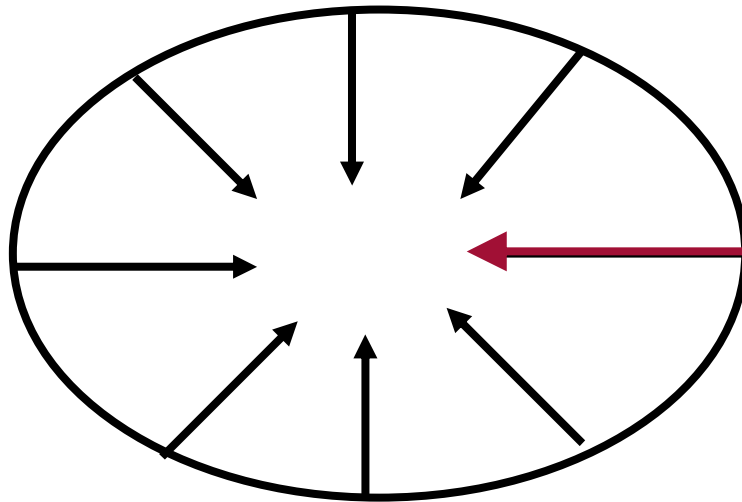
- European Knowledge Economy
- Territorial Cohesion
- CO2 Reduction
- Reliable transport (congestion)
- Reduction Accidents
- Energy security (oil dependency)
- Air quality, especially in urban centers
- Equitable mobility



* accidents and noise only available for road and rail; airborne emissions include direct emissions and emission due to fuel and electricity production; air pollution aircraft: emissions at cruising height not included

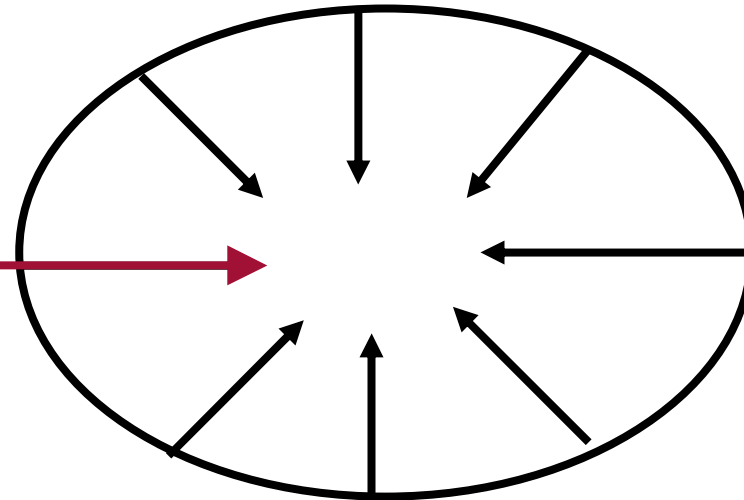
CBA that takes account of Marginal Social Costs

Public service contract

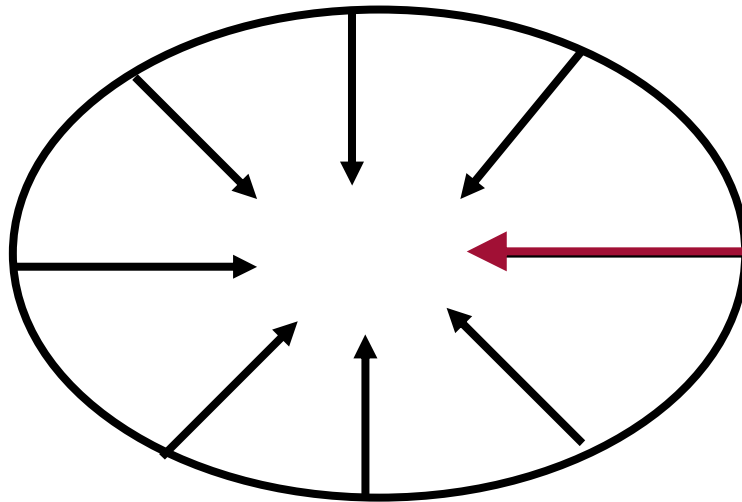


CBA

Public service contract

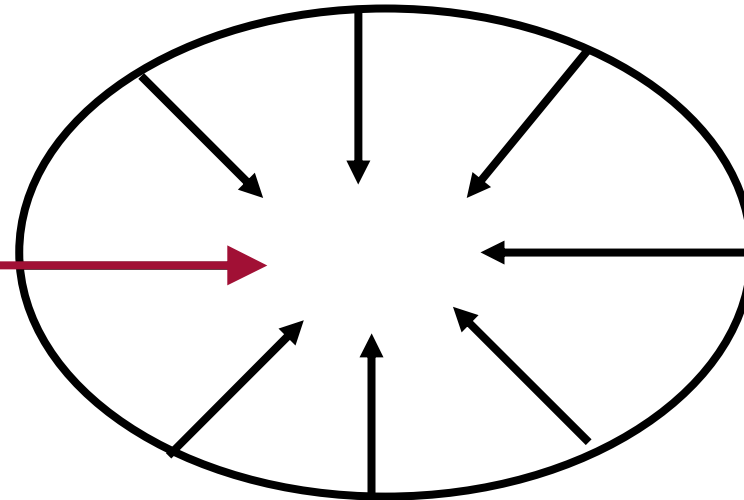


Public service contract



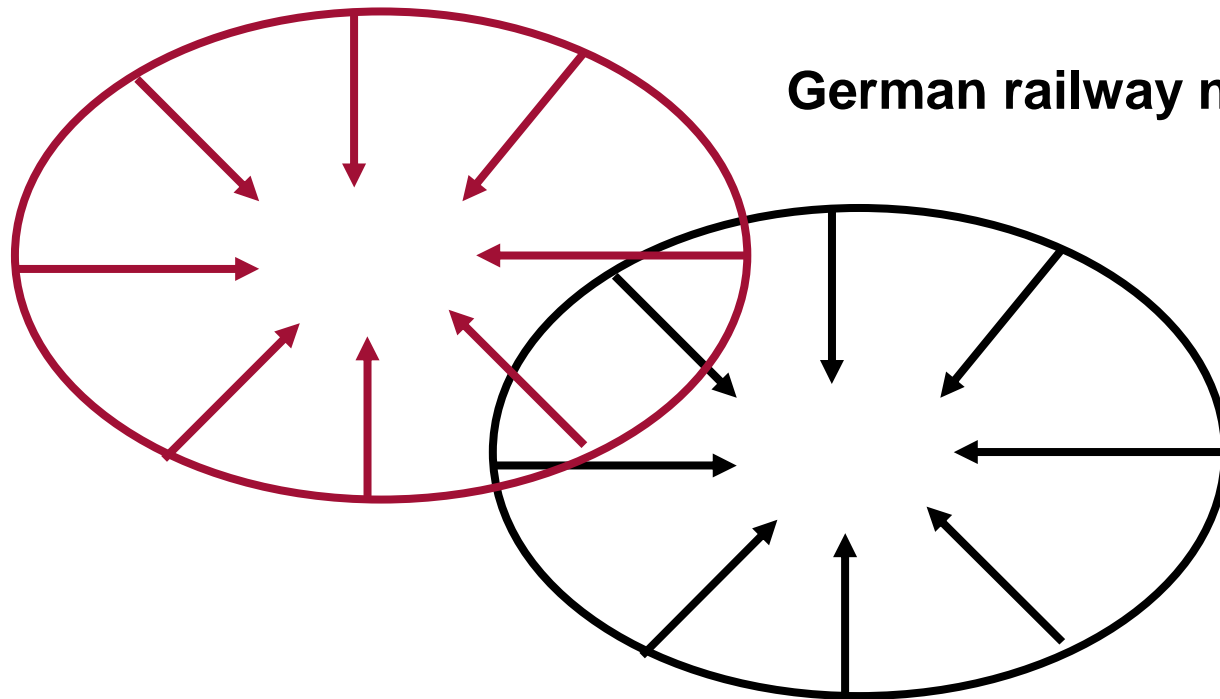
PSC

Public service contract



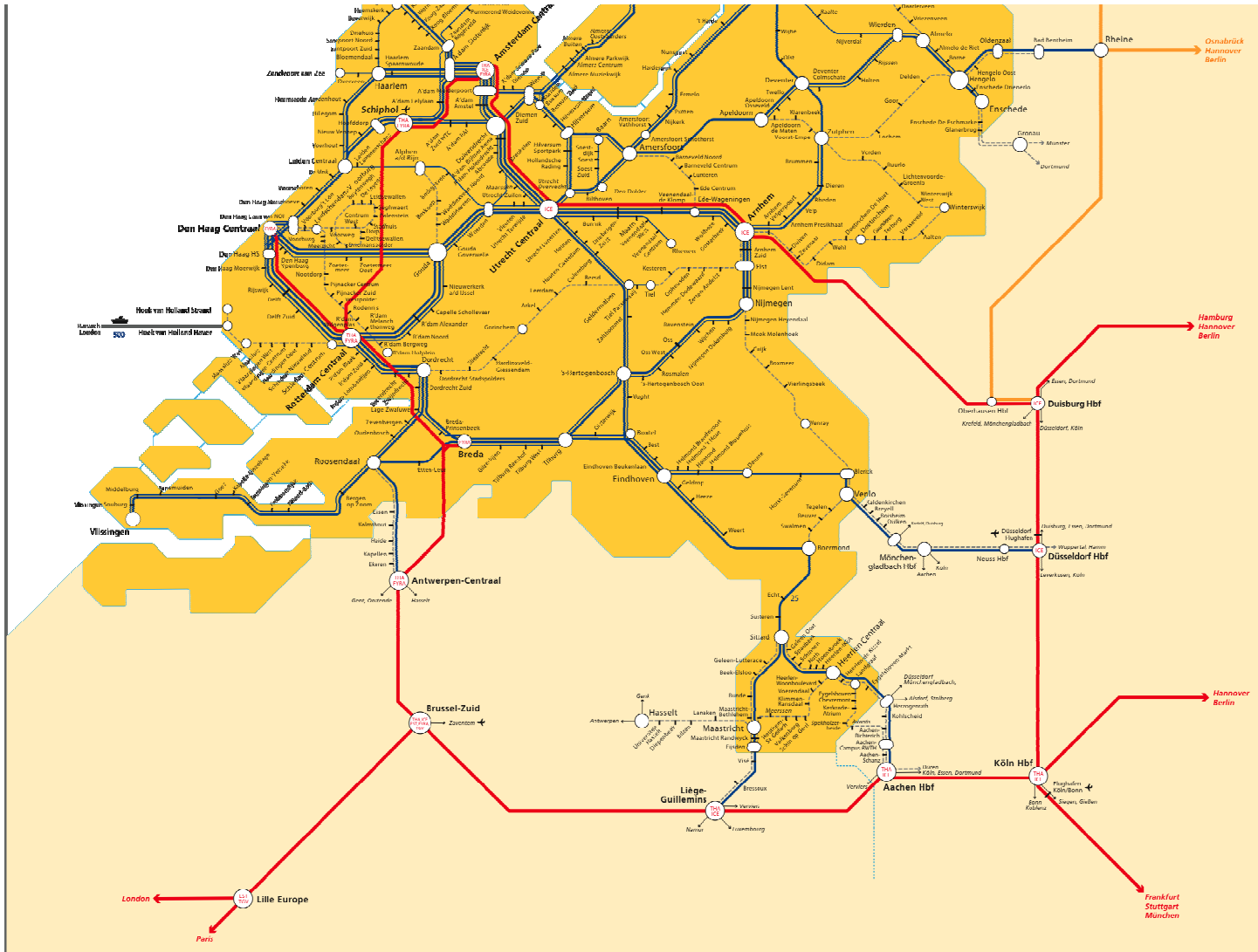
Extension of national concessions to international HST hubs

Dutch core net concession 2015-2020



German railway network

Extension of national concessions to international HST hubs



Impact extended 'hoofnet concessie':

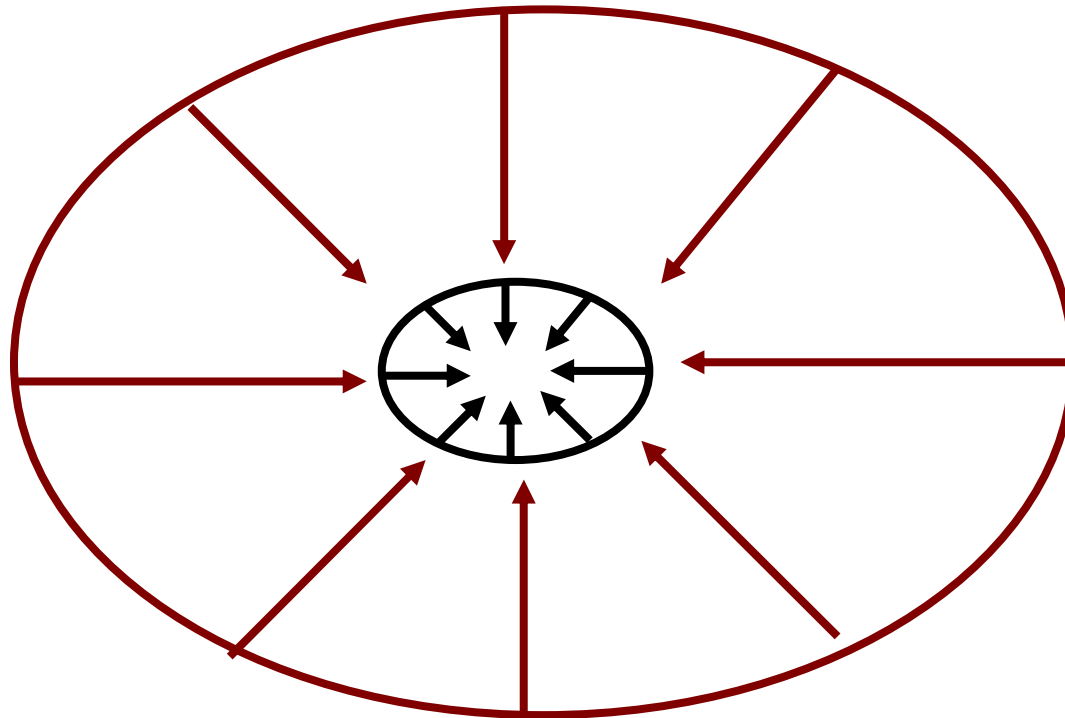
International, interregional connections are treated like domestic destinations of same size and importance:

- Same subsidies as national rail connections
- Are part of national infrastructure provision and planning
- Evaluation methodology same as for national connections
- are part of a wider=network business case
- 10 years planning security (option for 5 year extension)

Economy of scale/ Network effects:

- Flirt two system train sets can be used on a all new international connections
- Part of existing ticketing/pricing infrastructure, technology and distribution
- Access to German railway network and additional HST hubs
- Attractive, sustainable and reliable PT accessibility to neighbouring markets and know-how clusters

Single Sky = Single Rail





Gösta Weber

www.rock-project.eu

**RoCK (Regions of Connected Knowledge)
has received Interreg IVB funding**

