Dutch public transport
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Outline

• Dutch public transport as a part of transport policy
• Legal framework in the Netherlands
• How does the public transport system works in practise?
• What does the future hold?
Some key figures

- Population 16.3 million
- 35,000 km²
- 480 inhabitants/km²
- Pass. Cars: 170/km² (highest in EU)
- Average km p.p./day: 32 km
Share public transport in passenger transport (2007)

<table>
<thead>
<tr>
<th>Mode</th>
<th>In distance km</th>
<th>In single trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (driver)</td>
<td>55 %</td>
<td>32 %</td>
</tr>
<tr>
<td>Car (passenger)</td>
<td>20 %</td>
<td>15 %</td>
</tr>
<tr>
<td>Train</td>
<td>8 %</td>
<td>2 %</td>
</tr>
<tr>
<td>Bus-Tram-Metro</td>
<td>3 %</td>
<td>3 %</td>
</tr>
<tr>
<td>Motor</td>
<td>1 %</td>
<td>1 %</td>
</tr>
<tr>
<td>Bicycle</td>
<td>7 %</td>
<td>26 %</td>
</tr>
<tr>
<td>Walking</td>
<td>2 %</td>
<td>19 %</td>
</tr>
<tr>
<td>Other</td>
<td>3 %</td>
<td>2 %</td>
</tr>
</tbody>
</table>
Goals cabinet 2020

• Strong Connections
  – Efficient transferjunctions: for example train-bus but also car-train/bus/metro
  – To facilitate chainmobility: the fastest way from door to door

• Strong transport systems
  – Travelling without a timetable (trains)
  – Realise spider web like PT networks
Spider web like PT network

- urban area
- work/live location
- city centre line
- tangential line
Ambitions Dutch road pricing

Decreased mobility (car use): 15%
• Switch from car to public transport: 2%
• increase use of public transport: 6%

Effect of
• Introduction tax per driven kilometre for every vehicle on every road
• Facilitates the comparison of public transport versus car on comfort, travelling time and price
Ambitions railways

• 5% growth in passengers for railways services

Realised by

• the High Frequency Rail Transport Programme (5.4 billion Euro) and an action programme for growth in rail transport (200 million Euro)
Ambitions regional public transport

- Growth for regional public transport in urbanised areas (bus, tram, metro and regional train services)
- the Action Programme for regional public transport There is over 1 billion Euro available.
Role central government

- Regional Transport: central government is legislator, regulator facilitator and contributes to large infra. projects of nat. interest.
- Railways: central government awards concessions, is legislator and responsible for infrastructure
Legal framework

• EU regulations:
  – Railway packages and Public service obligations regulation
• National
  – Passenger transport Act (2001)
  – Concession act (nat.train) and Railways act (2005)
Conclusions evaluation railway legislation

• The rail sector now has a decent structure, but it needs to be put to better use.
• Social efficient use of the railways is improving.
• The transport operators and the infrastructure manager are primarily responsible for day-to-day management.
• The statutory system could work better.
Results so far

• We have a competitive regional public transport market
• Efficiency: 20% cost reduction in reg. PT
• 14% more trip km’s in reg. PT since 2003
• Dutch Railways’ passengerkm’s has been up since 2003 to 15,5 billion in 2007. Punctuality has gone up to 87%.
Challenges

- Relationship between authority and transport operators
- Stimulating operators to invest in passenger growth and innovations
The future

• Continue this way to 2020
• 2010 Vision on regional public transport of Olympic Quality in 2028
Thank you