



Ministerie van Verkeer en Waterstaat

Dutch public transport

Siebe Riedstra, Director
General Mobility,
Ministry of Transport, Public
Works and Water Management

21 september 2009



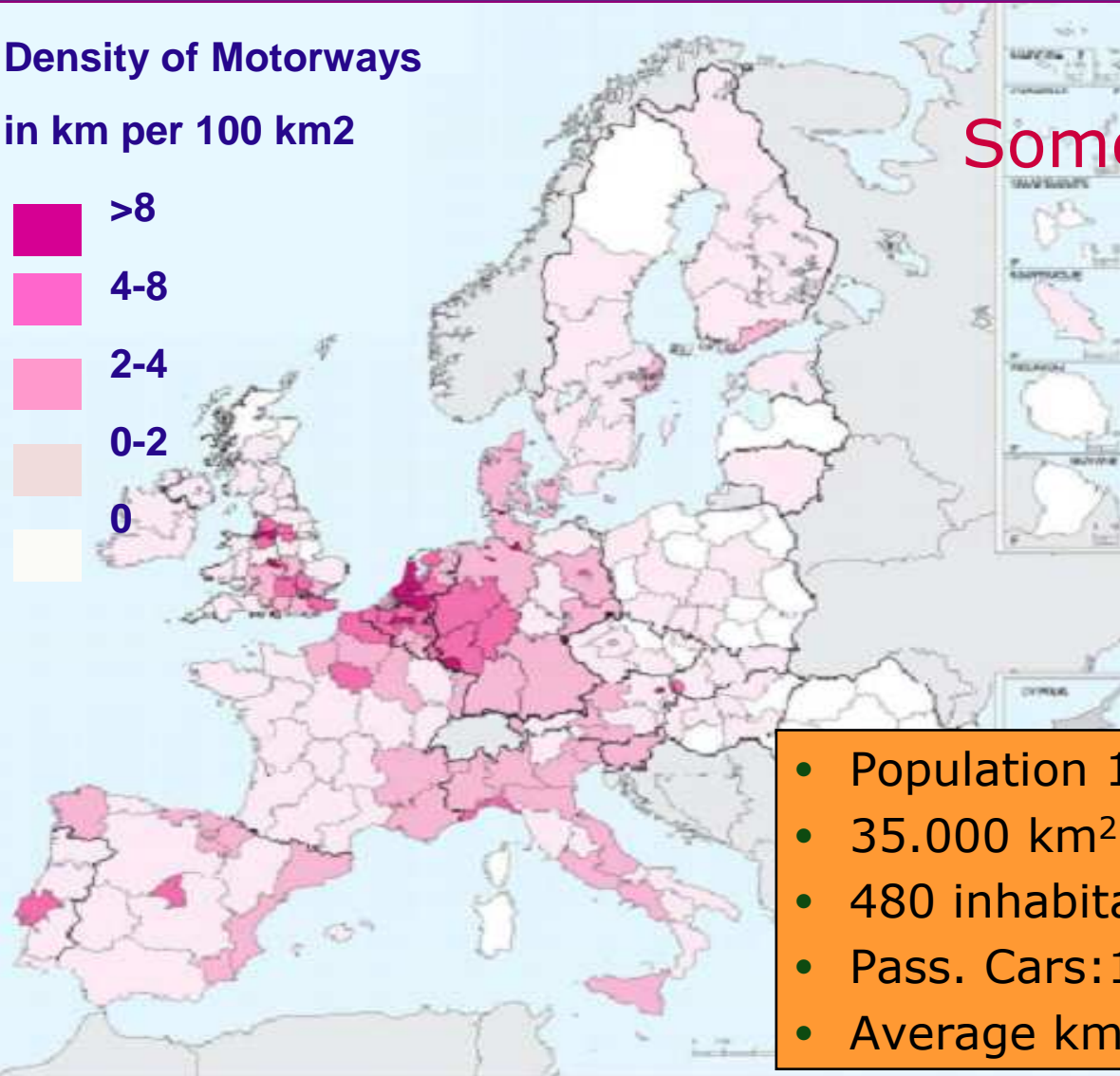
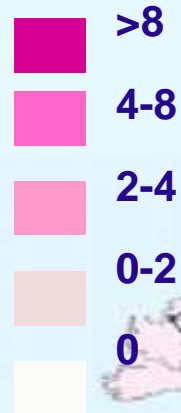
Outline

- 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?



Density of Motorways

in km per 100 km²



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)

Mode	In distance km	In single trips
Car (driver)	55 %	32 %
Car (passenger)	20 %	15 %
Train	8 %	2 %
Bus-Tram-Metro	3 %	3 %
Motor	1 %	1 %
Bicycle	7 %	26 %
Walking	2 %	19 %
Other	3 %	2 %

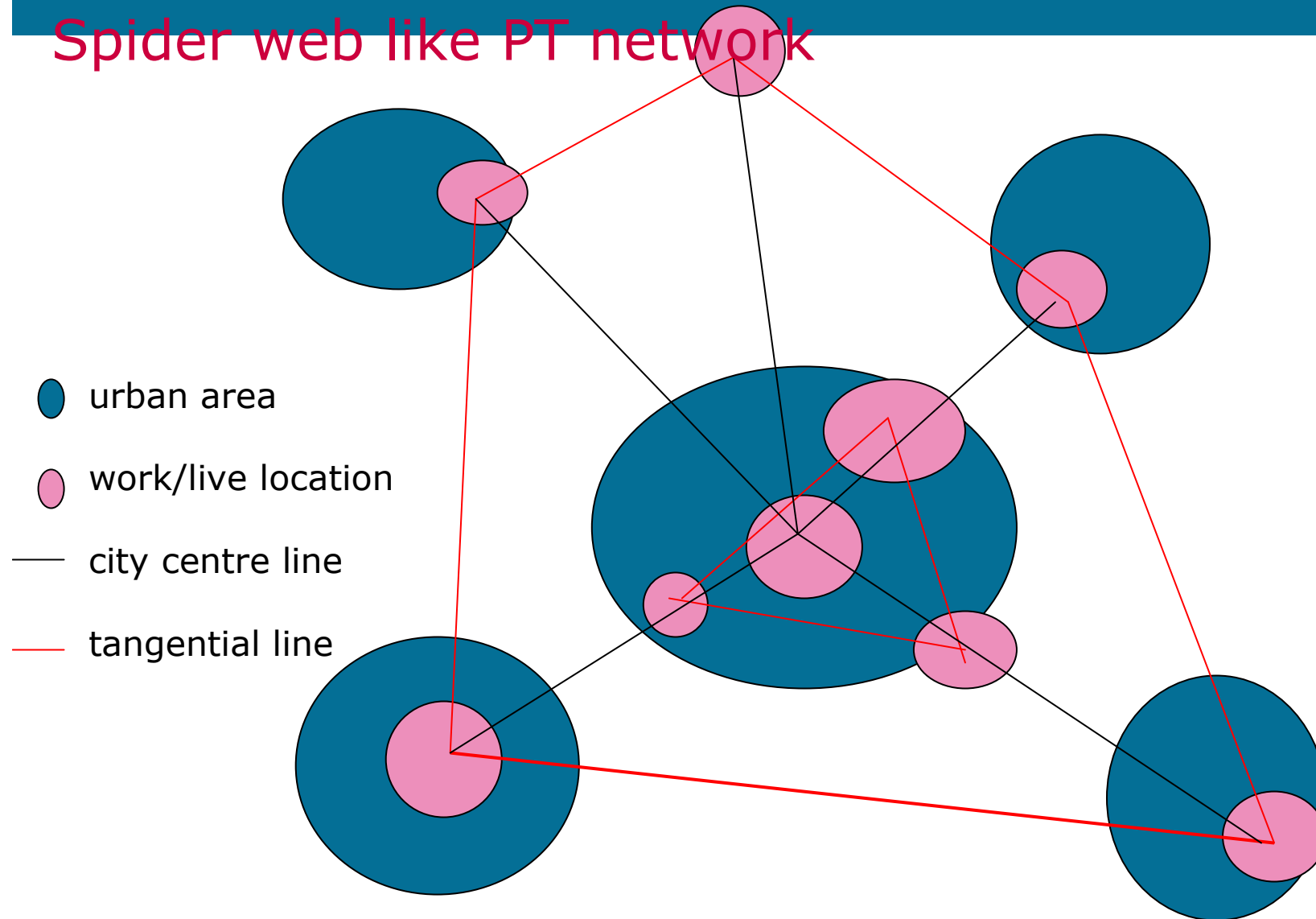


Goals cabinet 2020

- 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





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

