Corridor Amsterdam-Berlin (TEN-T)

The IC Amsterdam-Berlin is a solid link for passenger transport between the Netherlands and Germany. In addition, it connects economic centres along this TEN-T corridor. Moreover, in Germany the line offers several ICE connections.

What has been achieved so far?
- Since 2012 the number of passengers on the route has increased by 25%.
- A further 500,000 additional travellers are expected to travel across the Bad Bentheim border by 2030.
- New equipment that works on two systems will be used from 2023.
- This increases passenger comfort and punctuality, as a result of which engines no longer need changing.

What else is required?
- Reducing journey times through better railway infrastructure, increasing the speed to at least 160 km/h, optimising the timetable and extra railway capacity.
- Multi-level crossings.
- Accelerated implementation of ERTMS (now scheduled for 2027).

Corridor Zwolle - Twente - Münster

Three economic urban regions at a short distance are connected by different train services. The existing trains have reached their capacity limit and the current platform infrastructure does not allow for longer trains.

What has been achieved so far?
- Over the last 17 years the number of passengers on the Münster–Enschede route has grown from 4,000 a day to nearly 10,000.
- Railway electrification Enschede-Zwolle.
- Very few or no extra express trains from Enschede to Zwolle.
- INTERRAIL study highlight to identify opportunities for improving cross-border railway services.

What else is required?
- Railway electrification Enschede-Münster allows for double-deck trains and results in environmental benefits.
- Partial doubling of the railway track between Enschede (NL) and Gronau (DE), thus improving punctuality and reducing travel times.
- Use of high-end train equipment that works on two systems.
- Adapting Enschede platform infrastructure to allow linking of trains, making a direct connection between Zwolle and Münster possible.
- Follow-up study (SCBA) with a view to taking an investment decision on ERTMS (now scheduled for 2027).

Approach for all international lines

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Our actions

Together with Europe, we intend to take the following actions:
- Put pressure on national governments to accelerate the implementation of ERTMS on the Amsterdam-Berlin line.
- Improve competitiveness of the international railway system and make the European railway system an attractive alternative to air transport.
- Follow-up study for a direct train link between Zwolle and Münster.
- To achieve this, we request Europe to provide sufficient (financial) resources for transport and infrastructure through an ambitious CEF II programme.

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Twente is an innovative top technological knowledge region with strong knowledge clusters, a logistics hotspot, high-end basic infrastructure and a strong SME sector. It is part of the Dutch-German Euregion with 3.4 million inhabitants.

Despite the unique position of the region, cross-border railways in Twente international connections with other urban agglomerations are essential for the economic growth of border regions. Cross-border train services play an important role in this. Twente has four train connections, all of which are an important link in international passenger transport. They transport students, workers and city visitors to both directions in a daily basis. However, two of the four existing railway connections - the C Amsterdam-Berlin and the RB 64 Enschede-Münster - also have a number of bottlenecks. Investments required to be improved to accommodate the predicted growth in border railway network must be critical for the quality of the cross-border approach to railway passenger transport.

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1. International rail connections
2. Profit
3. Challenges
4. Twente & railcorridors

Twente & railcorridors

- Berlin area: 5.1mln INT. TRAINPASSENGERS / EXPECTED IN 2030
- Hamburg area: 1.1mln INT. TRAINPASSENGERS / EXPECTED IN 2030

Investments required

The quality of the cross-border railway network must be improved to accommodate the predicted growth in border transport and thus contribute to economic growth and job creation within Europe.

Challenges

- Unlinking the potential through an integrated cross-border approach to railway passenger transport.
- Provide multi-lingual passenger information.
- Bringing together different stakeholders on both sides of the border.
- Taking greater account of international interests by introducing European calculation methods for investment decisions.
- Better coordination of investments through adaptation of national concession periods.
- Better coordination of ticket and fare types for international travelers.
- Cross-border railways in Twente:
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