



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.

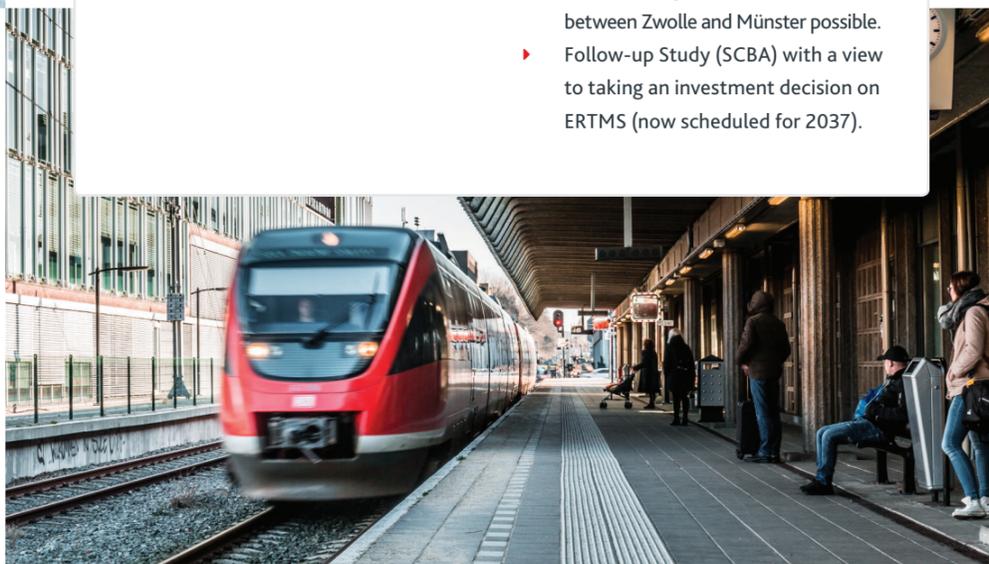
! The concession for the Enschede-Münster section will expire in 2026, which means that investment decisions must be clear by the end of 2024.

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.
- ▶ Every hour an extra express train from Enschede to Zwolle.
- ▶ INTERREG study RailRegion 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 (D), thus improving punctuality and reducing travel time.
- ▶ 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 2037).



Corridor Amsterdam-Berlin (TEN-T)

The IC Amsterdam-Berlin is a vital 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 this 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 2037).

Approach for all international lines

Make international railway use easier by means of:

- ▶ Better information for international travellers about tickets and the journey.
- ▶ A uniform ticket or e-ticket system within the Euregion, without any extra charges.
- ▶ Standardisation of concession periods.

Our actions

Together with Europe, we intend to take the following actions:

- ▶ Implementation of TEN-T objectives (White Paper on Transport, 2011) for railway passenger transport: more passenger transport by rail and sustainability of the corridors.
- ▶ 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.

regio
Twente



Twente
Board

provincie
Overijssel



STÄDTEDREIECK MONT

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- ▶ [Euregio.eu](https://www.Euregio.eu)

Facts about Twente



Top location for High Tech Systems & Materials, Nano-Tech, Fotonica, Robotica and Drones

627.200 POPULATION



52.212 COMPANIES



35.000 STUDENTS

20.5 bln GRP



290.500 JOBS



3.1 mln HOTEL STAYS



Fast international connections crucial factor in growth border region

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 Euregio with 3.4 million inhabitants.

The region is strategically located on the international east-west connection axis North Sea Baltic Corridor between Amsterdam and Eastern Europe. This strategic position makes it an important link in the development of the Trans-European Transport Network (TEN-T).

Despite the unique position of the region, the national border continues to be a barrier. For example, cross-border railway links do not connect properly.

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 in both directions on a daily basis. However, two of the four existing railway connections - the IC Amsterdam-Berlin and the RB 64 Enschede-Münster - also have a number of bottlenecks. Improvements are needed to create a network of high-speed connections with surrounding centres, with good connections to the rest of the railway network in Europe.

Challenges



Unlocking the potential through an integrated cross-border approach to railway passenger transport.



Provide multi-lingual passenger information.



Accelerated implementation of ERTMS on the Amsterdam-Berlin line (scheduled for 2037).



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 travellers.

Profit



A major part of cross-border commuting currently takes place by car (92%).



Reduced soot and CO2 emissions. Improves the European quality of life.



Good international trains eliminate the need for short- and medium-distance air travel.



Good cross-border railway connections blur national boundaries.

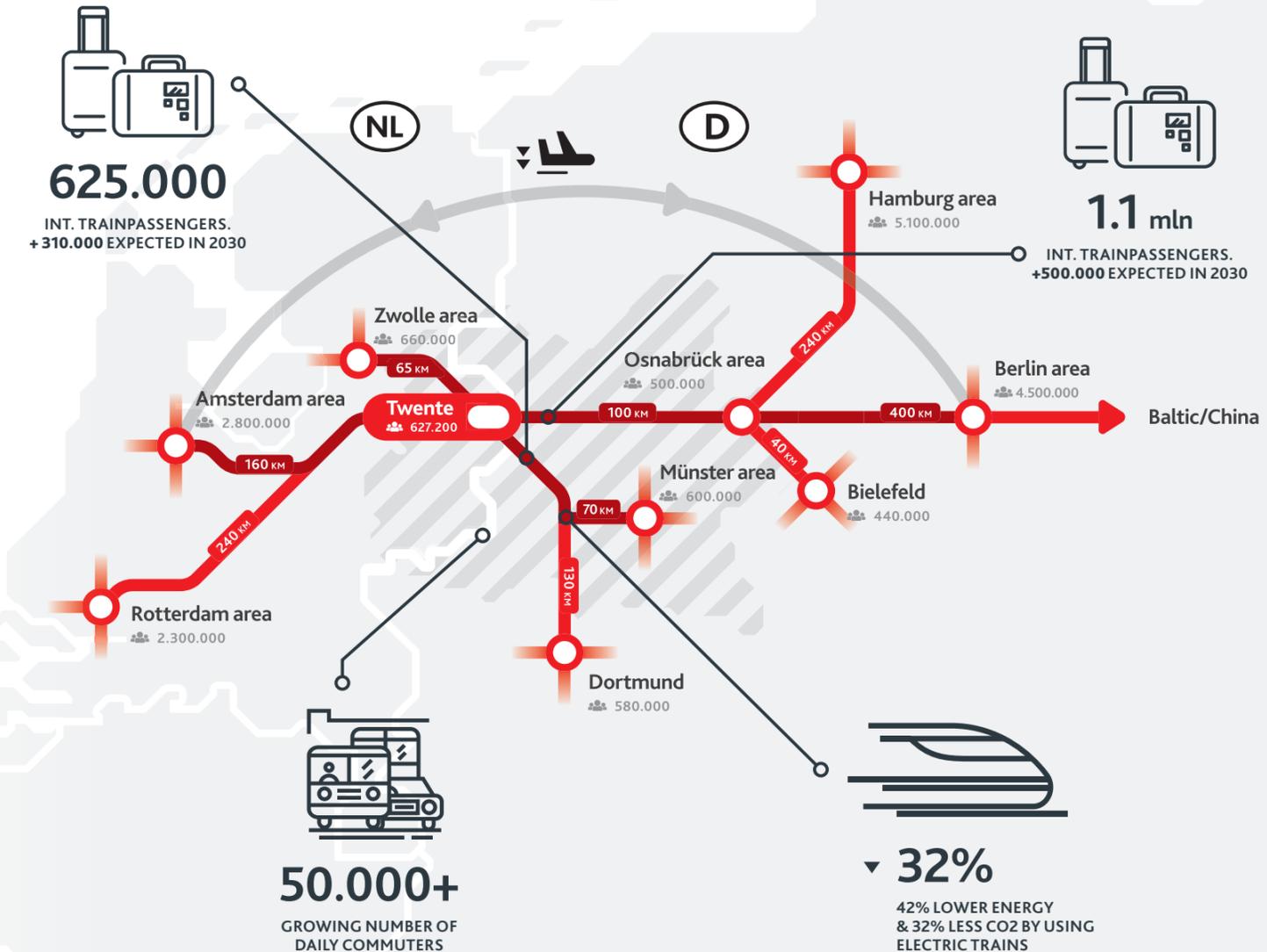


Good international train connections reduce the use of cars.



Improve railway safety by implementing ERTMS by 2030 at the latest.

Twente & railcorridors



Legenda

- Tracks to be upgraded
- Connected tracks
- Euregio
- Population

International rail connections

- Zwolle – Münster
- Amsterdam – Berlin
- Hengelo – Bielefeld
- Enschede – Dortmund

Tent-T - North Sea Baltic Corridor



Investments required

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