

Van: Frank Menger

Onderwerp: Europees jaar van het spoor. Wunderline, Nedersaksenlijn, Lelylijn onder andere

Datum: woensdag 31 maart 2021 14:46:01

Bijlagen: [Hop on the Connecting Europe Express_Mobility and Transport.pdf](#)
[Opening of the European Year of Rail event, 29 March 2021_European Commission.pdf](#)
[Minister for Infrastructure advocates "large-scale public investment" in rail.pdf](#)

Geachte leden van de staten en gemeenteraden,

Op 29 maart 2021 was de aftrap voor het Europese jaar van de Rail. Uir allerlei documenten blijkt dat nederland en het ministerie van Infrastructuur en waterstaat als het gaat om grensoverschrijdend spoor weinig tot niets doet. Zeker in Noordoost- Nederland niet.

Ook door de politiek kan Brussel gebruikt worden om Den Haag te dwingen haar internationale afspraken na te komen. Waarvan het Nederlandse deel de Noordoostelijke provincies betreft.

Welke ambitie geeft u uw bestuurders mee ook richting het nieuwe kabinet?

Leest u de bijlagen die onder andere betrekking hebben op de volgende dossiers:

- Wunderline Groningen - Bremen 1 uur 23 minuten
- Nedersaksenlijn
- Zwolle - Münster
- Berlijn trein via Zwolle en Twente
- HSL Amsterdam - Groningen - Bremen - Hamburg.

Met vriendelijke groet,

Frank Menger



Virusvrij. www.avg.com

☐ An official EU website

[English \(/transport/themes/mobilitystrategy/language_en?destination=node/62732\)](https://ec.europa.eu/transport/themes/mobilitystrategy/language_en?destination=node/62732)
[Home \(/transport/home_en\)](/transport/home_en)
[Menu](#)
[European Commission \(https://ec.europa.eu/commission/index\)](https://ec.europa.eu/commission/index) >

Infrastructure - TEN-T - Connecting Europe

Hop on the Connecting Europe Express

29/03/2021

The [Connecting Europe Express \(http://www.connectingeuropeexpress.eu/\)](http://www.connectingeuropeexpress.eu/), one of the [European Year of Rail 2021 \(https://europa.eu/year-of-rail/index_en\)](https://europa.eu/year-of-rail/index_en)'s most emblematic initiatives, is being presented today during the official [European Year of Rail kick-off conference \(https://ec.europa.eu/transport/modes/rail/events/kicking-off-european-year-of-rail-2021_en\)](https://ec.europa.eu/transport/modes/rail/events/kicking-off-european-year-of-rail-2021_en), organised in cooperation with the Portuguese Presidency of the Council of the EU. The event takes place on the eve of an informal meeting of EU transport ministers focusing on different ways to accelerate a modal shift to rail.

As of September, the Connecting Europe Express will travel across the EU and stop in most European capitals to promote the many benefits of rail - for passengers, freight and the environment. The project will also raise awareness of the importance of financing sustainable infrastructure such as rail, and EU support for such investment, including through the recently agreed new [Connecting Europe Facility \(CEF\), \(https://ec.europa.eu/commission/presscorner/detail/en/ip_21_1109\)](https://ec.europa.eu/commission/presscorner/detail/en/ip_21_1109) worth €33.7 billion, as part of the next [long-term EU budget \(https://ec.europa.eu/commission/future-europe/eu-budget-future_en\)](https://ec.europa.eu/commission/future-europe/eu-budget-future_en) 2021-2027. The train's journey is possible thanks to good cooperation between European rail operators and infrastructure managers.

Commissioner for **Transport Adina Vălean** said: *"The Connecting Europe Express will be a real, tangible example of the power of rail to connect. At each of the almost 40 stops, events will bring together the rail sector at large, as well as civil society organisations, local and regional authorities, and the wider public, to discuss the benefits of rail, as well as what still has to be done so that rail can become the number one option for passengers and business."*

Strong efforts to further integrate and modernise the European railway network are key to rail playing its decisive role in driving a modal shift – that is to say, to encourage more people and businesses to use rail as one way in which to decarbonise transport. This would help the EU meet its ambitious carbon-neutrality objectives, as set out in the [EU Green Deal \(https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en\)](https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en) and the European Commission's [Sustainable and Smart Mobility Strategy \(https://ec.europa.eu/transport/themes/mobilitystrategy_en\)](https://ec.europa.eu/transport/themes/mobilitystrategy_en). This potential is also why rail has such a central place within the EU's [Trans-European Transport Network \(TEN-T\) \(https://ec.europa.eu/transport/themes/infrastructure_en\)](https://ec.europa.eu/transport/themes/infrastructure_en) policy.

Joined forces

The European Commission is teaming up with partners at EU and national level to explore ways to encourage the use of rail by both citizens and businesses, and to contribute to the EU Green Deal goal of becoming climate-neutral by 2050. All events and other activities planned at local level are

going to take into account local COVID-19 measures.

The Connecting Europe Express is unique in many ways. For example, railway companies from different EU Member States are providing rolling stock to configure this train. Coordinated by the Community of European Railway and Infrastructure Managers (CER), the project will be run not only in cooperation with European rail operators, but also infrastructure managers.

CER Chair and CEO of Austrian Federal Railways **Andreas Matthä** emphasised the significance of the joint project: *"The Connecting Europe Express shows a strong commitment of the European Union and the European Member States reflecting the importance of the railway sector. Only by consistently shifting freight traffic to rail and expanding international long-distance passenger rail services will Europe be able to achieve its climate targets and make the European Green Deal an overall success."*

Why rail

Modern railways are more relevant than ever for our sustainable and digital mobility transformation, and for regaining passengers' trust in collective transport; this has been severely hit by the coronavirus pandemic.

Rail is not only sustainable: it is also safe and innovative; it connects people, cities and regions all across the European Union.

It also has a strong European dimension: the EU has one of the most dense railway networks worldwide, and our rail industry and companies are world champions and a valuable source of jobs and growth in Europe.

European funding reflects rail's key role for the future of transport. In the period 2014-2020, CEF Transport contributed to the decarbonisation of the European economy by investing heavily in environmentally friendly transport modes, including 266 railway actions across the EU. The CEF funding allocated to railway actions accounts for €16.3 billion, 72% of the total CEF Transport funding.

Organisations interested in organising an event or activity along the route are invited to share their ideas with the organising team via info@connectingeuropeexpress.eu (<mailto:info@connectingeuropeexpress.eu>).

For regular updates on the Connecting Europe Express, visit <https://www.connectingeuropeexpress.eu> (<https://www.connectingeuropeexpress.eu>).

Infrastructure and Investment (/transport/themes/infrastructure_en)

TEN-T (/transport/themes/infrastructure/ten-t_en)

Connecting Europe Facility (/transport/themes/infrastructure/cef_en)

Downloads (/transport/themes/infrastructure/downloads_en)

TENtec Information System (/transport/themes/infrastructure-ten-t-connecting-europe/tentec-information-system_en)

Share

Last update: 31/03/2021 | [Top](#) |

[About this site \(/transport/about-us_en\)](/transport/about-us_en)

[Legal notice \(https://ec.europa.eu/info/legal-notice\)](https://ec.europa.eu/info/legal-notice)

[Cookies \(https://ec.europa.eu/info/cookies\)](https://ec.europa.eu/info/cookies)

[Contact on Europa \(https://ec.europa.eu/info/about-european-commission/contact\)](https://ec.europa.eu/info/about-european-commission/contact)

[Search \(https://ec.europa.eu/search/\)](https://ec.europa.eu/search/)

 An official EU website



SPEECH | 29 March 2021

Opening of the European Year of Rail event, 29 March 2021

Check against delivery

Dear Commissioner Valean,

Minister Pedro Nuno Santos,

Honourable chair Delli,

Ladies and gentlemen,

I am very pleased to join you today at the opening of the European Year of Rail.

Institutional speeches are not meant to be personal, and as you know, in the Commission, we are 'technologically neutral'.

But, I will open an exception to share with you that train is my preferred mode of transport.

I like the frenzy of train stations, the nostalgia of departures and the joy of the arrivals, the sound of trains rolling in the tracks, and watching the landscape passing by.

However, I am not here today because of my personal preferences.

I am here because I am convinced of the critical importance of rail for Europe's economy and twin transition.

First, rail is the backbone of the transport system, with the greatest capacity for mass passenger transit and for heavy goods movement.

Second, it is the safest mode of transport.

Third and most importantly, it is sustainable.

High energy efficiency means low carbon emissions.

While trains take up less physical space than roads, and are far less polluting.

So, you have my full support as Commissioner for Cohesion policy Full support for the European Year of Rail, and I am encouraging cohesion policy stakeholders to actively participate in events: from managing authorities to beneficiaries of our support.

You also have my full support for expanding the use of rail: both for passengers and for freight.

And here, ladies and gentlemen, we have a challenge.

Our data show that rail currently accounts for just 10% of passenger transport in Europe, against 80% for road.

That is quite dramatic: 8 road passengers for every rail passenger.

The figures for freight are not much better: Rail accounts for 18%, road for around 75%.

These numbers are our challenge – and our opportunity.

If we can expand rail use, Europe can significantly reduce emissions and significantly improve quality of life: better comfort and air quality, less congestion and frustration.

All this, just by shifting to rail.

This is why cohesion policy is investing in rail.

In the 2014-2020 period, cohesion policy invested nearly 18 billion in rail.

By the time the projects finish in 2023, we expect 579 km of new rail lines and almost 6,000 km of reconstruction of existing rail lines.

And we are stepping up our efforts in the new period, whose programmes are being drawn up right now.

We will be working closely with our colleagues in the Connecting Europe Facility and in the Recovery and Resilience Facility to invest in a rail system that meets our goals of sustainability and quality of life.

I suggest that we invest with 3 guiding principles.

First, we must invest in modernisation.

If we want to attract more passengers and freight, we must have smart systems, modern infrastructure and solid expertise.

Cohesion policy is ready to support you in upgrading rail infrastructure and rolling stock - this is a new feature for the 2021-27 period, and in digitising transport.

And the Technical Support Instrument can help you build your knowledge base and administrative capacity.

Supporting you with analysis, research, good practice examples and roadmaps for action.

The previous round of this technical support included support for high-speed railways in Poland.

As you know, high-speed railways require new skills on the part of engineers, managers and planners.

We supported the development of this expertise.

We also supported rail development at the Port of Antwerp in Belgium.

At this key transport hub, rail had a relatively low market share.

We supported the optimisation of rail management and of infrastructure to increase that share.

The second guiding principle: we must invest in making railways user friendly.

You know the keywords here: frequent, reliable, accessible.

Cohesion policy supported the construction of railway lines in the Pomorskie region of Poland to improve passenger services in the region and enable passengers to take the train instead of their cars.

Cohesion also supports the construction of railway stations making it easier for people to reach cities and contributing to the reduction of congestion and pollution.

As we draw up the new programmes, we aim for accessibility for all citizens, especially those with reduced mobility.

But as you know, we have work to do to make rail travel more user friendly.

In some cases, services need to be more reliable, whether dealing with passengers, or just-in-time delivery systems.

And in many cases, it is difficult to buy tickets for cross-border journeys.

This often requires 2 tickets from 2 separate sources.

And pricing and timetable are often not harmonised.

User-friendly also means better inter-modality where passengers can seamlessly transit from trains to airports and metros, with car parkings nearby, and connecting roads, facilitating the life of those who need to commute regularly.

Which brings me to my third and last point, investment in regional connections.

As you so rightly discussed earlier, trains connect people.

As Europeans this is part of our mission.

As Commissioner for cohesion policy, good connections are vital for regional development.

So I urge you to set in place the technology for trains to easily cross from one national network to another. We are willing to invest in this interoperability through cohesion programmes, including Interreg.

We need to make sure that the major European lines link up with regional and local lines, so that no country and no region is left behind.

And we are willing to invest in the necessary skills and capacity, through the technical support instrument.

In conclusion, in the coming years, Europe will be travelling through a very new economic and social landscape.

I find this new landscape exciting: a greener and more sustainable economy. More use of digital technology. And regions across Europe, linked together in a strong economic recovery.

In this new landscape, rail must play a key role.

So now, more than ever, is the time to expand the use of rail.

Now is the time to ensure that all regions have modern infrastructure and strong network linkages.

Now is the time for smarter, more accessible, more user-focussed services.

And now is the perfect time, for the year of the train.



NEWS

Minister for Infrastructure advocates “large-scale public investment” in rail

29 Mar · 21h00

© Portuguese Presidency of the Council of the European Union 2021 - António Pedro Santos/LUSA

The Portuguese Minister for Infrastructure and Housing has advocated “large-scale public investment” in rail transport, infrastructure, rolling stock and services. He pointed out that this is the only way to make it possible “to transfer a significant part of road and air traffic to rail”.

Pedro Nuno Santos was speaking at the launch of the European Year of Rail 2021, from the headquarters of the Portuguese Presidency of the Council of the European Union in the Centro Cultural de Belém in Lisbon.

The Minister said that “only the public sector can commit the large sums necessary so that society can reap even greater benefits”, noting that “this progress will not be possible as long as investment levels in Europe remain depressed, as they have been since the economic crisis a decade ago”.



└ Pedro Nuno Santos, Portuguese Minister for Infrastructure and Housing © Portuguese Presidency of the Council of the European Union 2021 / Pedro Sá da Bandeira

During his speech, Pedro Nuno Santos emphasised that the market alone is not sufficient to respond to the needs of society and that this is why “governments should not limit themselves to the policy instruments they have available to them” for implementing these options.

Recalling that every country in Europe has been increasing investment in rail networks in response to the COVID-19 pandemic, the Minister believes that this programme – which will be organising a large number of activities across Europe throughout the year – is an opportunity to take “a serious look at the sector” and to “initiate a debate that can show us all, politicians, manufacturers, industry, passengers, workers and, finally, citizens, the best options” to choose.



The launch of the European Year of Rail 2021 took place in digital format from the Centro Cultural de Belém, Lisbon © Portuguese Presidency of the Council of the European Union 2021 / Pedro Sá da Bandeira

The European Year of Rail is aimed at discussing the benefits of rail for people, the economy and the climate, and the challenges to the creation of a truly single European rail space, without borders, promoting the use of trains as a safe and sustainable means of transport.

Also taking part in the launch event via video conference were the European Commissioner for Transport, Adina Vălean, and the European Commissioner for Cohesion and Reform, Elisa Ferreira.

Watch here the launch conference for the European Year of Rail Transport 2021:

By clicking here, you will be agreeing to the streaming platform's terms and conditions. For more information, please check our Privacy Statement.



To view the video it is necessary to activate the permission above.

Learn more:

See all >

Transports