



Ministry of Infrastructure and the
Environment

Basisnet (Basic transport network)

RID, Bern
Arie-Jan Arbouw
Petra Blok
May 31, 2012



Basisnet: current situation

Realised:

- Parliament has been informed about Basisnet Motorways, Waterways (December 2008) and Basisnet Railways (August 2011)
- Legislative proposal to implement Basisnet has been sent to Parliament (August 2011)

Planning:

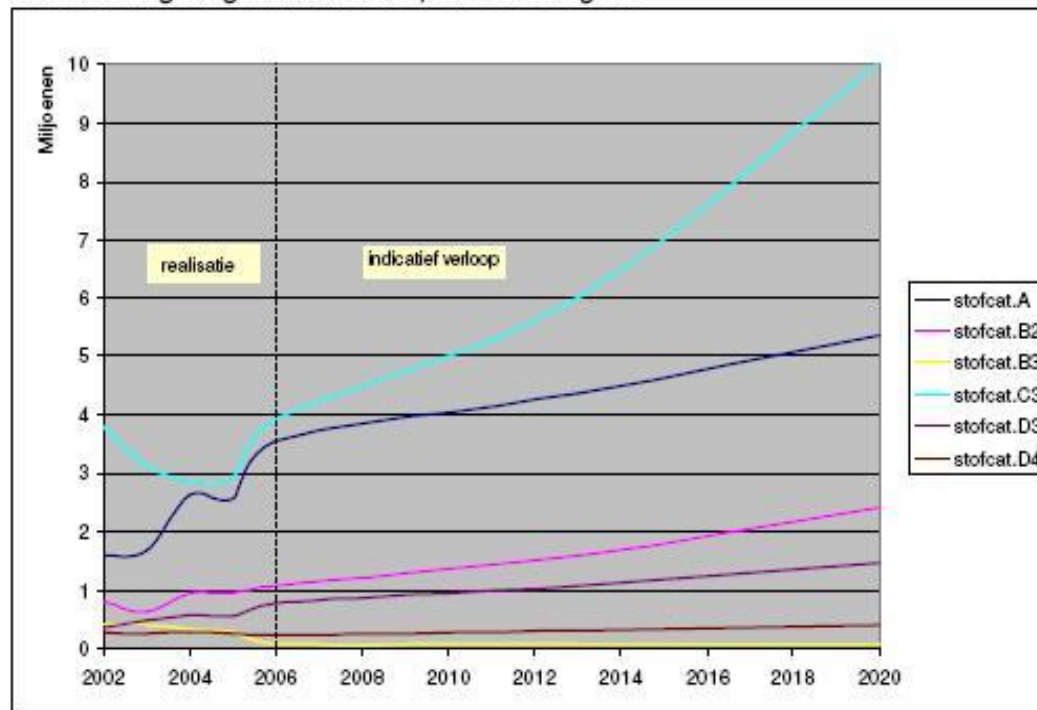
- Passing of the Act is up to Parliament
- The Act is expected to enter into force in 2013



Why a Basisnet Railways

- Transport of dangerous goods will increase (Market Expectations)

ontwikkeling wagenkilometers per stofcategorie

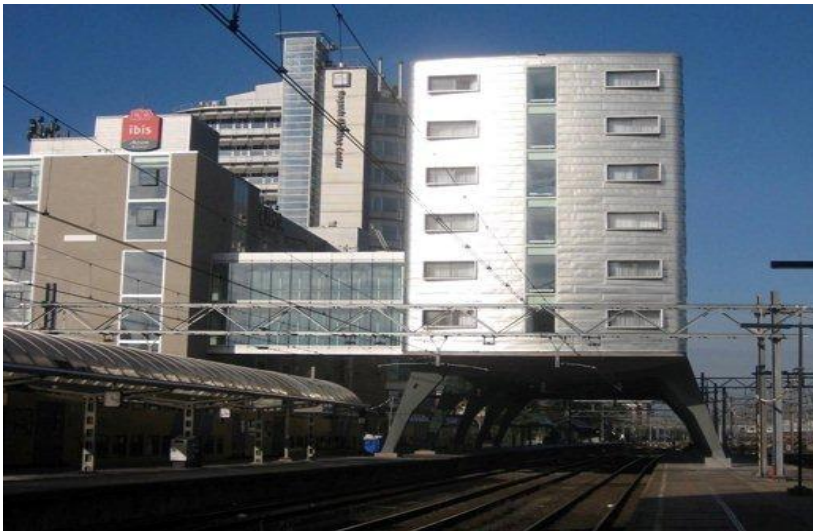


Stofcategorie		Voorbeeldstof(fen)
A	Brandbare gassen	Propaan
B2	Giftige gassen	Ammoniak
B3	Zeer giftige gassen	Chloor
C3	Zeer brandbare vloeistoffen	Hexaan
D3	Giftige vloeistoffen	Acrylnitril
D4	Zeer giftige vloeistoffen	Waterstoffluoride



Why a Basisnet Railways

- Construction of buildings closer to or above railways



Why Basisnet

- To prevent unacceptable risks for people in the vicinity of infrastructure

Barendrecht

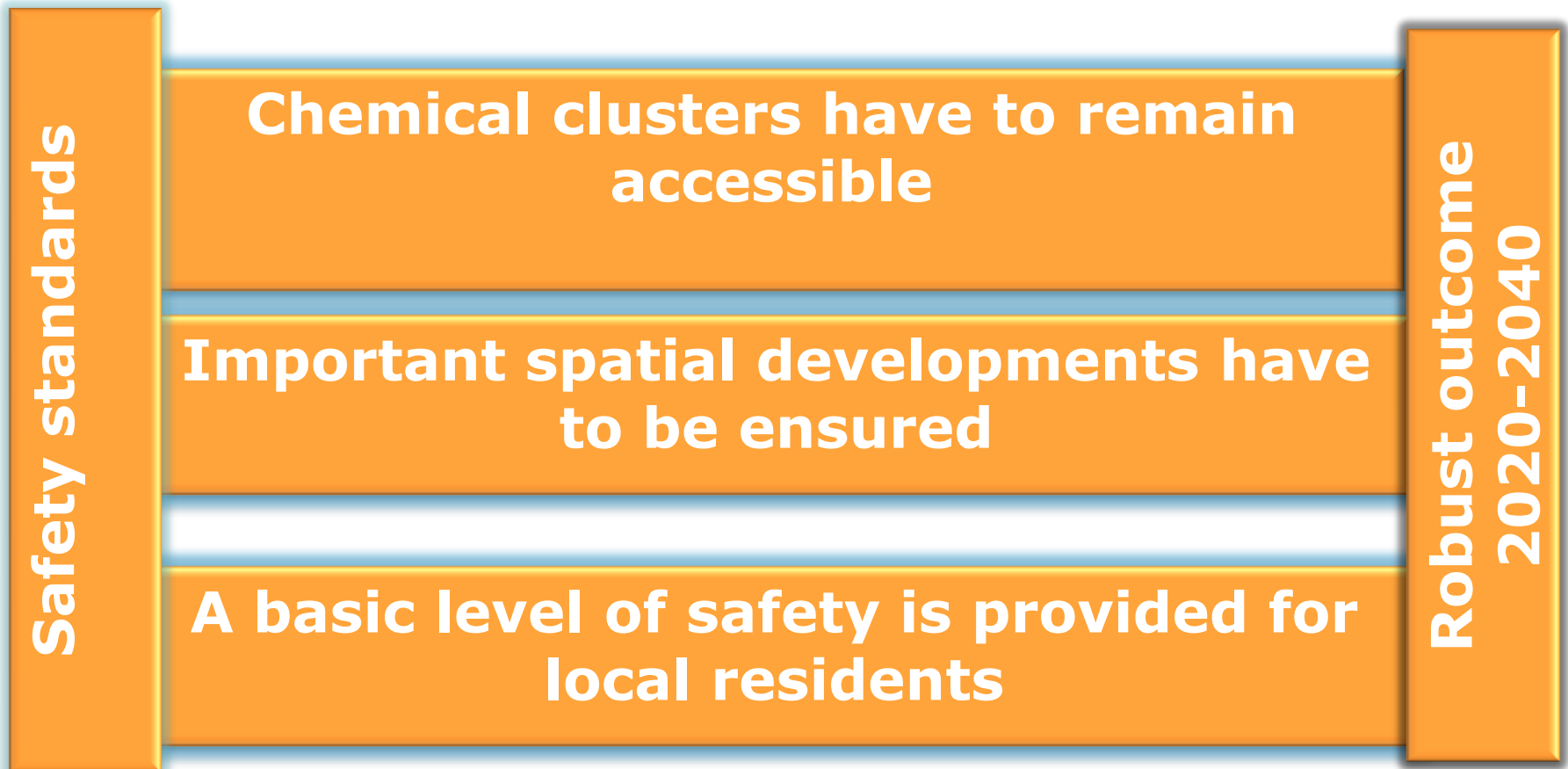


A2 Eindhoven





Objectives of Basisnet





What do we want to achieve

- Transport must remain possible.
- There has to be an acceptable risk level

So:

- No maximum volumes for each individual transporter

but...

- A system that rewards safety measures taken by industry



Basisnet Railway consists of

- a maximum risk level
- for the total transport of dangerous goods
- for each (part of a) railway.

Conditions:

- All chemical clusters will remain accessible without conflicts with spatial planning
- The foreseen transport in 2020 is accommodated
- New safety measures will allow further growth on Basisnet (robust until 2040)



How did we get there

We looked at:

- > the foreseen transport in 2020 and further on
- > the necessary space for spatial planning
- > possible safety measures

With voluntary safety agreements in 2012 robustness until 2020 is provided:

- Intension to transport dangerous goods as much as possible via the Betuweroute (the dedicated track freight railway from Rotterdam to Germany)
- A very important measure is the Covenant "Composition of dangerous good trains to prevent a "hot" BLEVE (May 2012)"

A robust outcome for 2040 is expected in a comprehensive study:

- Additional safety measures can accomodate further growth of transport .



How Basisnet operates

The minister of Infrastructure and Environment is responsible for the necessary steps needed to avoid exceeding the risk levels.

- > monitoring of the actual quantity of transport
- > accounting new market expectations
- > if necessary: consultation carriers and shippers, research possible measures, prescription of measures



Conclusions

- Transport of dangerous goods is possible everywhere, as long as the risk levels are not exceeded
- If necessary, preferably measures will be implemented to reduce risk without limiting access to infrastructure.
- Routing only if no other measure can be taken (in time) and only to the necessary extent (f.e. exemptions when possible)



Summary

