



Ministry of Infrastructure and the  
Environment

# Transport of dangerous goods and spatial development in the Netherlands: Basisnet

CEFIC, Brussels  
October 29, 2015

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October 29, 2015



## Central message 1

- Without Basisnet transport of dangerous goods in NL would already be limited due to local administrative agreements, in particular at locations for rail stations and road tunnels

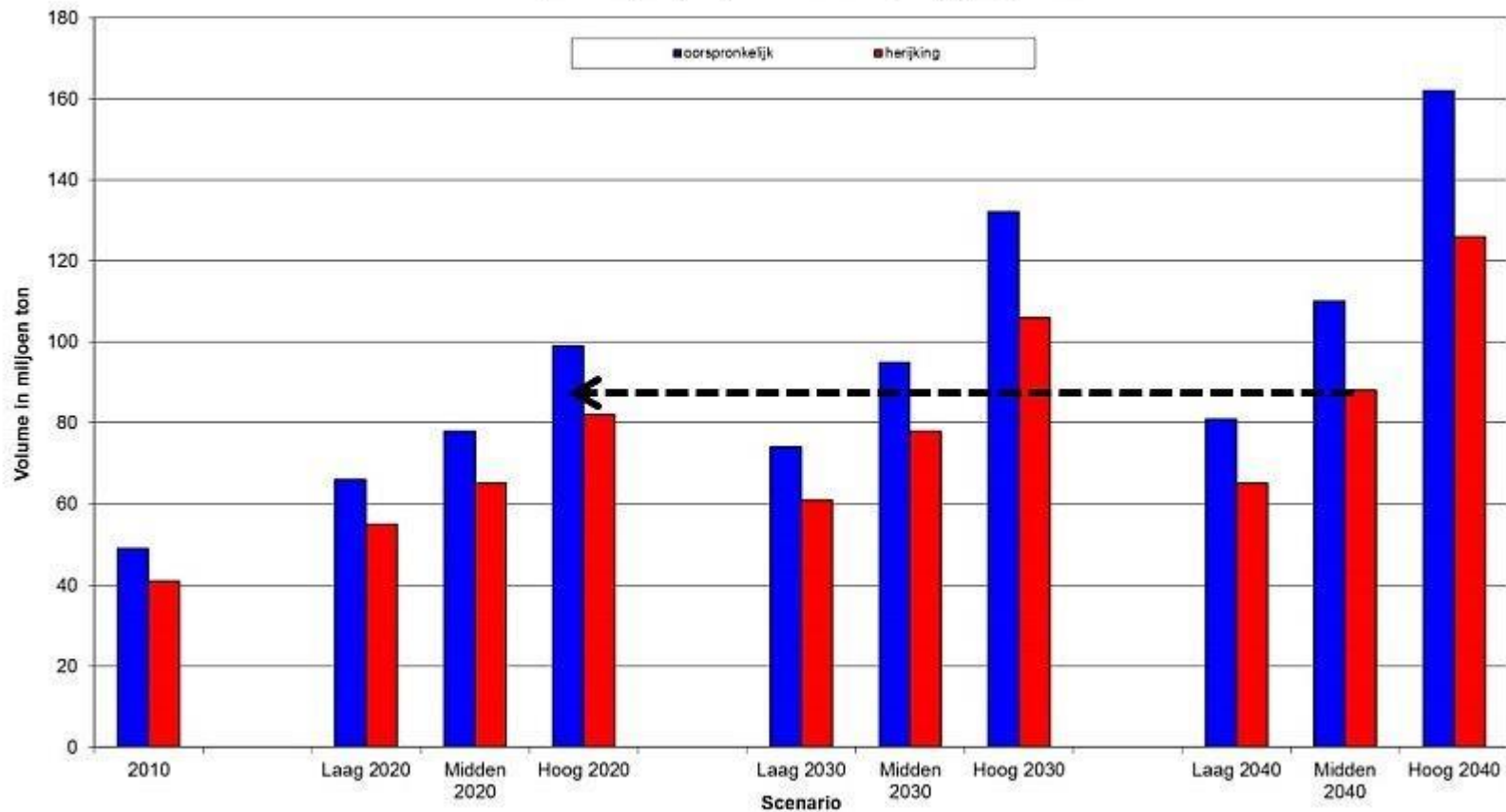


Rail station Breda



# Increasing rail transport of dangerous goods

Prognoses spoorgoederenvervoer  
oorspronkelijke prognoses en herijking prognoses





# Building ambitions in areas with elevated risk



Amsterdam



Eindhoven



Sign C-22



IJmuiden



# Incidents and the risk of “control reflex”: to reduce or ban the transport of dangerous goods



Barendrecht (2009)



A2 Eindhoven (2003)



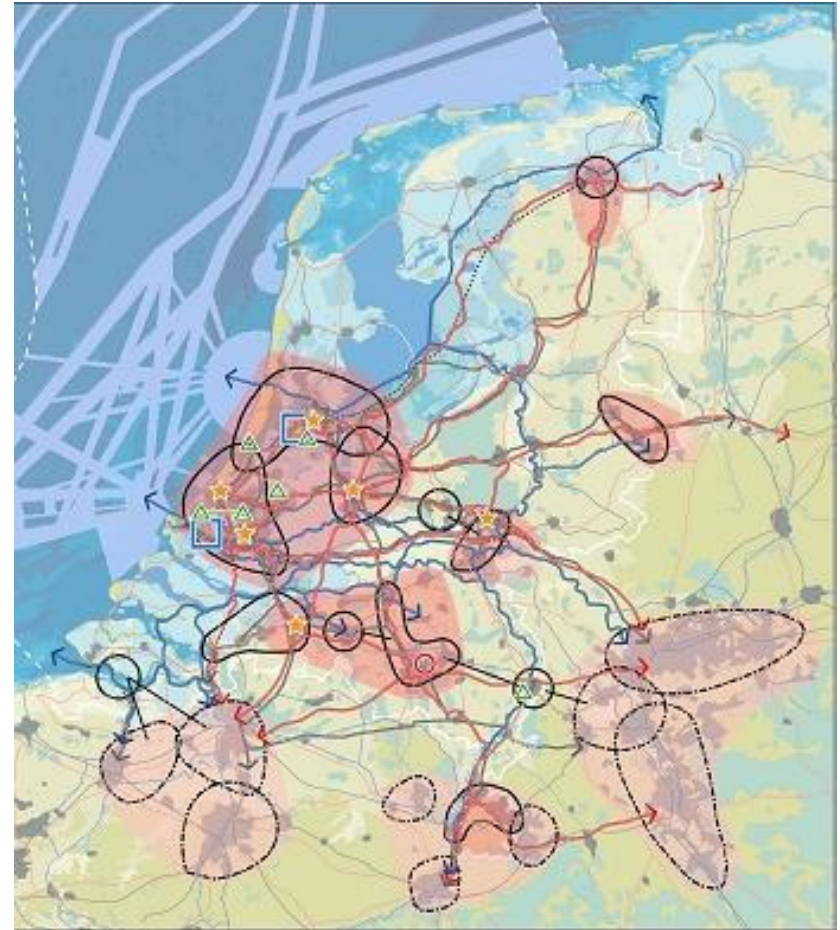
Tilburg (2015)



A73 Limburg (2015)

## Basisnet objectives

- Mainports, chemical clusters and international routes must remain accessible, so transport of dangerous goods must be accommodated at all times
- Important spational developments can be accommodated
- Prevent conflicts of interest between transport and spatial planning





## Central message 2

- Basisnet legislation can accommodate growth of transport of dangerous goods:
  - a risk ceiling for transportation
  - if the ceiling is approached: additional safety measures will be rewarded with extra transport capacity or priority (incentive for safety measures)
  
- Basisnet legislation can accommodate important spatial developments:
  - additional construction requirements up to 30 meters in areas with a higher probability of pool fire
  - local risk accountability up to 200 meters may also result in additional requirements
  - criterion: self reliance in case of incidents



## Basisnet law took effect April 1, 2015

- Complies with international regulations (ADR, ADN, RID)
- Capacity allocation on international freight corridors is not affected
- Does not target at any individual transport company
- Government is responsible for necessary steps to avoid exceeding risk ceiling





## Central message 3

- Separation of responsibilities for transportation and spatial development has been a success:
  - no more administrative agreements resulting in bottlenecks for transportation
  - local awareness for own responsibility to deal with existing risk
  - higher safety level on rail infrastructure: hot box detection, ATB-vv, less switches
  - new safety measures will be rewarded: they create additional transport capacity