

Ministry of Infrastructure
and Water Management

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DG MOVE, European Commission

cc. [REDACTED]
DG MOVE, European Commission

Bestuurskern

Dir. Openbaar Vervoer en
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IENW/BSK-2022/163686

Date 4 July 2022
Subject Revision TEN-T maps: Lelylijn

Dear [REDACTED],

On 8 June 2022, consultations were held between DG MOVE ([REDACTED] and team) and the Netherlands concerning the possible revision of the TEN-T maps. The French EU Presidency and the incoming Czech EU Presidency also participated in these consultations.

With this letter I inform you in writing of the NL request to add the so-called Lelylijn to the TEN-T transport network. This topic was discussed during the consultations of 8 June.

Regarding the Lelylijn, the Dutch government wishes to add this planned railway infrastructure to the TEN-T transport network. The Netherlands intends to invest in this new railway infrastructure that will improve the connection between Amsterdam and Groningen. The Lelylijn should strengthen the economy of the Northern part of the Netherlands and should help realize new housing projects with improved railway connections.

Furthermore, the Lelylijn also shows potential to improve the international rail link with the Northern part of Germany/Scandinavia and can, therefore, be an important contribution to build a reliable, seamless and high quality trans-European transport network. In the annex you will find the proposed routing of the Lelylijn.

As a first step, the government, together with the involved regions, has now started the Lelylijn MIRT-examination (Multiannual Programme Infrastructure, Space and Transport). Several other steps (i.e. studies) in the thorough MIRT-process for major infrastructure investments will have to be followed before the start of the actual works on the Lelylijn will be possible. First estimations of the costs of the Lelylijn are around € 5-10 bln. It is foreseen that the Lelylijn can be realized around 2040.

The present government has made a reservation of around € 3 bln. for the Lelylijn. The involved regions will also have to contribute to the financing of this project. Once there is an agreement to add the planned Lelylijn on the revised

TEN-T map, the Dutch government will also look for co-financing through CEF.

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We may discuss further details and modalities regarding the Lelylijn during the next bilateral consultation on the TEN-T maps after the summer break, to be scheduled by the Czech EU Presidency. Before the start of these next consultation round, I also hope to inform you of other proposed changes regarding the TEN-T maps for rail.

Please do not hesitate to contact us if you need any additional information.

Best regards,



NL Ministry of Infrastructure and Water Management