



provincie **HOLLAND**
ZUID

European tendering for public transport

for the region of Drechtsteden,
Alblasserwaard-Vijfheerenlanden

February 2017



Tendering for the concession for Drechtsteden, Alblasserwaard-Vijfheerenlanden (DAV)

The province of Zuid-Holland is one of the most densely populated provinces in the Netherlands. Some 3.5 million people live in an area of less than 3,000 square kilometres. Effective public transport is essential. It contributes to the liveability of towns and villages and ensures that large groups of people are able to commute smoothly on a daily basis between their home and their work or school. This promotes the economic business climate and ensures that vulnerable groups in society continue to participate. Efficient public transport, that properly reflects the requirements of local residents and companies, is crucial to guarantee that the province remains accessible in the future. This demands an innovative and future-proof vision of mobility and the role of public transport.

Tendering for the concession DAV

Public transport in the Drechtsteden/ Alblasserwaard-Vijfheerenlanden (DAV) region is again up for tender for the period December 2018 up to and including no later than December 2028. The province of Zuid-Holland, responsible for public transport in the region, is looking for a transporter that can provide the required services in an innovative way.

Public transport in the Netherlands

All Dutch public transport is organised in the form of area- or line-based concessions, which are

awarded by governmental authorities: central government awards the concessions for the mainline rail network and High Speed Line South (HSL South), the local authorities (provinces and urban regions) award concessions for local rail transport, while the regional authorities are also purchasers for urban and regional transport (bus, tram and metro).

Concession DAV

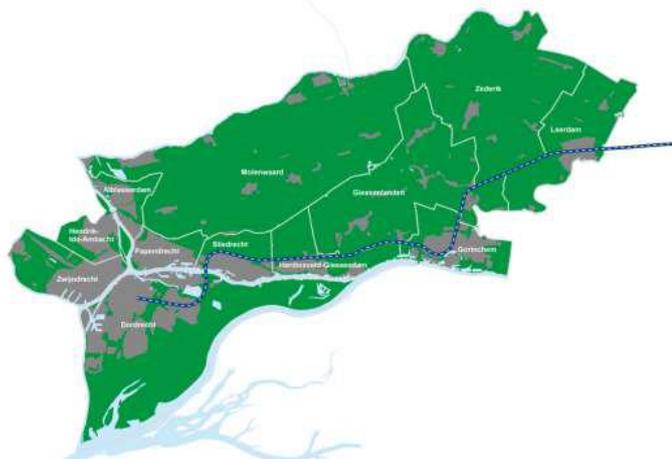
All Dutch The province of Zuid-Holland is grantor for the Drechtsteden, Alblasserwaard-Vijfheerenlanden concession. Some 400,000 people live in this region. Of these, around 285,000 live in Drechtsteden, a largely urban area. About 115,000 residents live in the mainly rural area of Alblasserwaard-Vijfheerenlanden.

The region welcomes many annual visitors, both domestic and foreign, with more than 400,000 of them visiting the world-famous windmills in Kinderdijk, for instance. But the historic city centre of Dordrecht and the Biesbosch National Park are also popular destinations.

Drechtsteden (DS) is one of the top maritime regions in the Netherlands and is also the top region in terms of the maritime manufacturing industry. The region lies strategically on the axis between the Port of Rotterdam and the European hinterland, both towards the east and the south, and has huge potential for growth for commercial zones. The region's ambition is to further strengthen the position of this top maritime region through innovation.



The economic development of Alblasserwaard-Vijfheerenlanden is concentrated along the major access routes of the A27, A15, Noord/Merwede and MerwedeLingelijn. The maritime sector plays a key role here too. In the rural areas, the focus lies on the development of the tourist/recreational sector and consolidation of farming.



Drechtsteden

The territory of the municipalities of Alblasserdam, Dordrecht, Hendrik-Ido-Ambacht, Papendrecht, Sliedrecht, Zwijndrecht.

Alblasserwaard-Vijfheerenlanden

The territory of the municipalities of Giessenlanden, Gorinchem, Hardinxveld-Giessendam (as of 1 January 2018, will be part of the Drechtsteden Joint Agreement), Leerdam, Molenwaard, Zederik, together with the Alblasserwaard-Vijfheerenlanden (AV) Joint Agreement.

Cross-border corridors to Utrecht, Rotterdam and Geldermalsen.

Public transport in DAV

Public transport in the DAV area involves the MerwedeLingelijn and a bus network. The bus network comprises a robust backbone of HOV lines [High-quality Public Transport Axes], various city and regional lines and a network of local buses.

In the new concession, the HOV backbone must be expanded further and supplemented with new amenities and smart, small-scale mobility solutions that are essential to ensuring a journey runs as efficiently as possible (from door to door).

Many travellers in the DAV area have a destination outside the area, key destinations being specifically Rotterdam, Utrecht and Breda. The provincial authorities want to improve these connections. Effective cooperation with the Rotterdam-The Hague Metropolitan Area and the provinces of Utrecht, Gelderland and Noord-Brabant is therefore a crucial factor.

MerwedeLingelijn Train connections between Dordrecht and Geldermalsen.

HOV (R-net) Network of high-quality, comfortable bus transport. Fast connections that run at a high frequency.

City lines Network of bus lines that run within a single municipality.

Regional lines Network of bus lines in the region.

Local buses (buurtbussen) Network of small buses (max. 8 people) organised by volunteers. Buses run according to a timetable and primarily serve the rural areas and outlying villages.



Public transport is changing

Society is changing. Travellers are becoming more and more flexible in making mobility choices. Travellers increasingly make specific choices for each journey as to which mobility solution best suits the purpose of their journey. We are seeing ever greater diversity among the population. This leads to a shift from cars to more public transport and bicycle use. As well as to an increase in the number of movements with multiple forms of mobility; bicycle, car-sharing, flexbus, taxi and so on. Technological developments are making mobility smarter than ever. For public transport, this means that new systems, which lead to more efficient journeys, are making their début. Technology is set to play an ever greater role in optimising door-to-door travel, for instance through smarter journey planners supplied by real-time data. Finally, more and more groups of residents are taking the initiative to provide small-scale transport systems at the local level, especially in areas in which regular public transport does not entirely satisfy demand. Local buses, E-wheels and the Sjuttl are examples of such small-scale mobility solutions in the DAV area. The provincial authorities are embracing, stimulating and facilitating such initiatives.

It's the market's turn

For the further improvement of public transport over the coming years, the provincial authorities are looking for a transporter that can set up the region's public transport network in such a way that it satisfies this changing demand. The transporter will be given a great deal of leeway to practically deploy its expertise. The future

transporter will take on a serious degree of responsibility for setting up this public transport system. To compensate this, revenues generated by passengers will be for the transporter, forming a key stimulus to look to smart solutions that reflect the wishes of travellers and generate funds for the transporter. The province invests 24 million euros a year in public transport, and will continue to do so over the coming years. The transporter must generate other income from operation within the scope of the specifications. The transporter is expected to flexibly anticipate changes in the population, technology and society in general over the concession period. The province places high demands on the quality of the trains and buses, the accessibility of public transport, security and safety, WiFi in public transport and reliable, up-to-date travel information. Furthermore, the provincial authorities also focus clearly on further developing the innovations already underway in terms of sustainability. This includes the use of hybrid buses in Dordrecht urban services and the requirement to use at least some zero-emission buses for Dordrecht and Gorinchem urban public transport.

Outline planning schedule and tendering procedure

Start of tendering procedure: April 2017

Submission of offer: before 14 September, 2017

Definitive contract awarded: end October 2017

Start of new concession: 1 January 2019

The tender is in Dutch.

