



Rijkswaterstaat  
Ministerie van Infrastructuur en Milieu

# The Dutch 'Basisnet'

Transporting dangerous goods in  
a safe manner

Manufacturers of materials such as synthetics, fertilizers and pharmaceuticals transport dangerous goods, and the same applies to any distributors of fuels. In order to guarantee safety along the transport routes for dangerous goods, the Dutch government and the business sector have jointly devised a system entitled 'Basisnet'. Does your company transport dangerous goods within the Netherlands? Then you must comply with the relevant safety requirements and utilise those transport routes that have been designated.

## Why was the Basisnet introduced?

There has been an increasing growth in urban development along those infrastructures that companies use to transport their dangerous goods. In addition, the Dutch government expects the transport of dangerous goods to increase in the future. The Basisnet enables companies to continue to transport dangerous goods safely over major roads and rail and shipping routes. This ensures that economically key areas such as the chemical clusters and mainports remain sufficiently accessible. In this way, central government will see to it that (inter) national transportation can continue now and in the future.

## What will happen if transport, building developments or the population increases?

What if the degree of transport, population or building developments increases in an area with transport routes for dangerous goods? In these instances, this should not lead to the risks becoming more significant than those mentioned in the Basisnet. Each route gets a certain growth perspective for the transport of



Designated transport routes apply when transporting dangerous goods  
Photo: Pieter Pennings

dangerous goods, to a certain risk limit. The maximum risks of the transportation of dangerous goods are determined using the RMB II calculation tool as an aid. These so-called risk limits are expressed as the distance from the roads and rail and shipping routes. These risk limits are laid down by law. The government has set these risk limits by weighing up the following matters:

- the importance of a specific transport route for the transport of dangerous goods;
- making use of the space along that transport route for building developments;
- the safety of local residents.

These considerations and calculations are based on transport projections up to 2020, as well as the present and future population, and present and future building developments.



High-risk regions have specific supply and transport routes for dangerous goods  
Photo: Chris Pennarts

The risk limit guarantee an area for growth for transportation, which will remain, even if those building developments move closer or the population increases. Dutch companies within the transportation sector that take their own safety measures will even be able to transport more within the risk limits.

### What if risk limits are exceeded?

Are risk limits in danger of being breached? If this is the case, then the Minister of Infrastructure and the Environment will implement measures to limit the risks of transport on the route concerned. The government is responsible for necessary steps to avoid exceeding risk limits. In such cases, it will seek a solution in cooperation with chemical industries, seaports and transport and logistic organizations.

This could consist of the following examples:

- extra safety modifications for the means of transport (such as crash buffers);
- less points on tracks within the rail network;
- discussing specific supply and transport routes of hazardous substances with surrounding businesses.

If this dialogue does not lead to a timely prevention or correction of the breach, then the minister can issue a decree concerning routing in such instances. This states that companies will no longer be able to transport dangerous goods across certain routes.

### How will this affect you as an international carrier on the Basisnet?

The Basisnet was implemented on 1 April 2015, and, as a matter of national legislation, is therefore only applicable within the Netherlands.

As an international carrier who is (partly) transporting dangerous goods within the Netherlands, you will barely encounter any effects of the Basisnet in practice. As long as the transportation remains within the defined risk limits, there will be no further regulations for the transportation of dangerous goods within the Netherlands. The law does not target any individual transport company. The precise purpose of the Basisnet is to continue to enable the domestic and international transportation of dangerous goods. This means that citizens are provided with a basic level of protection and that building developments are kept at a certain distance from the infrastructure.

### Where can I view the regulations for the Basisnet?

You can find the regulations for the Basisnet in:

- The Carriage of Dangerous Goods Act ("Wet vervoer gevaarlijke stoffen", Bulletin of Acts and Decrees/"Staatsblad". 2013, no. 307);
- The Basisnet Directive ("Basisnet regeling", Dutch Government Gazette/"Staatscourant" 2014, no. 8242).

This legislation is only available in Dutch.

Some of the matters now incorporated within the Carriage of Dangerous Goods Act include the designation of the infrastructure that is tied in with the Basisnet and the enforcement of the risk margin. The risk limits are depicted in the Basisnet Directive by a chart.