

Eindrapport WROOV-Light 2008



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drs. XXXXXXXXXXXX

Dit onderzoek is uitgebracht aan de Commissie WROOV.

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1 Inleiding

Hierbij de eindrapportage van het onderzoek WROOV-Light 2008.

Deze rapportage heeft een vergelijkbare opzet als de eindrapportage van WROOV-Light 2007.

De verantwoording van het onderzoek is niet opgenomen in dit rapport maar in de eindrapportages van de deelonderzoeken.

Wat u wel vindt in deze rapportage, is:

- inzicht in de doelstelling, alsmede toepassingen van het WROOV-Light-onderzoek;
- een beeld van het onderzoek met name door kengetallen;
- de resultaten van het onderzoek;
- een uiteenzetting over het OV-panel.

Deze rapportage is uitgebreid met kengetallen die betrekking hebben op opbrengsten per kilometer (bijlage 5). Deze kengetallen zijn alleen bepaald voor de kaartgroepen waarvoor zowel opbrengsten als kilometers berekend zijn.

In bijlage 4 zijn de traditionele tabellen met opbrengsten en kilometers opgenomen. Een aantal kaartgroepen (onder andere regionale tarieven) zijn niet in de tabellen met kilometers meegenomen en dus ook niet in de genoemde bijlage 5.

Deze rapportage is gericht op het onderzoek WROOV-Light 2008. De cijfers en resultaten zijn vanuit dit uitgangspunt berekend en gedefinieerd en wijken daardoor op een aantal punten af van de daadwerkelijke verdeling van de opbrengsten en kilometers. Voor de daadwerkelijke verdeling wordt verwezen naar de website van VBN.

De meerjarige ontwikkeling van de kilometers (inclusief Studenten Openbaar Vervoerkaart) is opgenomen in de rapportage "Ontwikkeling reizigerskilometers t/m 2008".

Voor een dieper en compleet inzicht in het onderzoek WROOV-Light 2008 kan de website www.wroov.nl/info, waarin alle gehanteerde documenten zijn opgenomen, worden geraadpleegd.

Als laatste is het van belang te vermelden dat deze rapportage, net zoals het gehele onderzoek, tot stand is gekomen in nauwe samenwerking tussen de leden van de Commissie WROOV en NEA als hoofdaannemer van het onderzoek. De proactieve inbreng van de CW-leden heeft een positieve invloed gehad op het onderzoek en deze rapportage.

2 Doelstelling en gebruik

Doelstelling

De primaire doelstelling van het onderzoek is het opleveren van de opbrengstverdeelsleutels waarmee de opbrengsten uit de verkoop van nationale vervoerbewijzen (NVB) voor het stads- en streekvervoer over zogenaamde basiselementen verdeeld kunnen worden. De basiselementen zijn gekoppeld aan overheden en vervoerbedrijven.

Nauwkeurigheid

De eisen ten aanzien van de betrouwbaarheid van de eindresultaten hebben betrekking op de opbrengsten per overheid en gelden voor concessiegebieden van deze overheden die een theoretische financiële omvang (verdeelde omvang kaartverkoop) kennen van éénderde van het totale gebied.

De relatieve precisie dient voor de opbrengsten maximaal 5% bij een 90%-betrouwbaarheidsinterval te zijn. Deze betrouwbaarheidseis heeft betrekking op de strippenkaarten exclusief de wagenverkoop, sterabonnementen, stad-/streeksupplementen en de OV-Jaarkaart. De relatieve precisies voor het onderzoek WROOV-Light 2008 worden bepaald op basis van de verkopen in het 4e kwartaal 2008.

Toepassing

De resultaten van WROOV-Light worden gebruikt voor de verdeling van de opbrengsten over concessies en de basiselementen in het jaar direct volgend op het jaar waarin het onderzoek plaatsvindt. De opbrengsten van de basiselementen kunnen worden opgeteld tot het totaal van de 19 decentrale overheden (DO's) + NS of tot bedrijfstotalen. Het is de DO's toegestaan de aan hen toegedeelde opbrengsten te herverdelen tussen de basiselementen van de betreffende DO.

De impact van WROOV-Light voor de vervoerbedrijven is afhankelijk van het type contract dat gesloten is tussen DO's en vervoerbedrijven. Op hoofdlijnen zijn er vier mogelijkheden:

Tabel 2.1 Impact WROOV-Light voor vervoerbedrijven

| <i>Soort contract</i> | <i>Gebruik WROOV</i> | <i>Mate van afhankelijkheid vervoerder van NVB-inkomsten via WROOV</i> |
|--|--|--|
| Vervoerder niet opbrengstverantwoordelijk | Alleen informatief | 0% |
| Vervoerder wel opbrengstverantwoordelijk, geen bonus/malus | Voor de bepaling van de opbrengsten | Ca. 20% tot ca. 35% |
| Vervoerder opbrengstverantwoordelijk met bonus/malus | Voor de bepaling van de opbrengsten en bonus/malus | Ca. 20% tot ca. 40% |
| Vervoerder opbrengstverantwoordelijk en suppletie op basis van opbrengsten | Voor de bepaling van de opbrengsten en suppletie | 100% |

De percentages in de laatste kolom zijn niet exact berekend en dienen alleen als indicatie gelezen te worden.

De totale reizigersopbrengsten bestaan, naast de opbrengsten bepaald op basis van het WROOV-Light-onderzoek, uit RVB (Regionaal Vervoer Bewijs)-opbrengsten, wagenverkoop en de Studenten Openbaar Vervoerkaart (SOV)-opbrengsten. De verdeling van deze opbrengsten worden op andere wijze, buiten het WROOV, bepaald.

De opbrengsten van SOV-kaartreizigers op de reductie-strippenkaart vallen wel binnen de WROOV-opbrengsten. Als in deze rapportage wordt gesproken over SOV-opbrengsten dan worden alleen deze opbrengsten bedoeld.

In de CW is herhaaldelijk gesproken over het gebruik en de toepassing van de resultaten van het WROOV-Light-onderzoek. Dit mede in relatie met de uitgangspunten van de WROOV-methodiek en de keuzes die gemaakt zijn in verband met de overgang van WROOV-PLUS naar WROOV-Light.

Van belang hierbij is te beseffen dat WROOV-Light een statistisch onderzoek is met nauwkeurigheidsmarges. In de opdracht voor het WROOV-Light-onderzoek zijn hieraan eisen gesteld op het niveau van 1/3 overheid. Hoewel aan deze eisen wordt voldaan kunnen deze marges, vanuit bedrijfseconomisch oogpunt, lastig zijn. Het verdient aanbeveling bij het maken van afspraken tussen opdrachtgevers en opdrachtnemers met dit feit rekening te houden.

Een aantal belangrijke consequenties die samenhangen met het gebruik van de resultaten van WROOV-Light zijn:

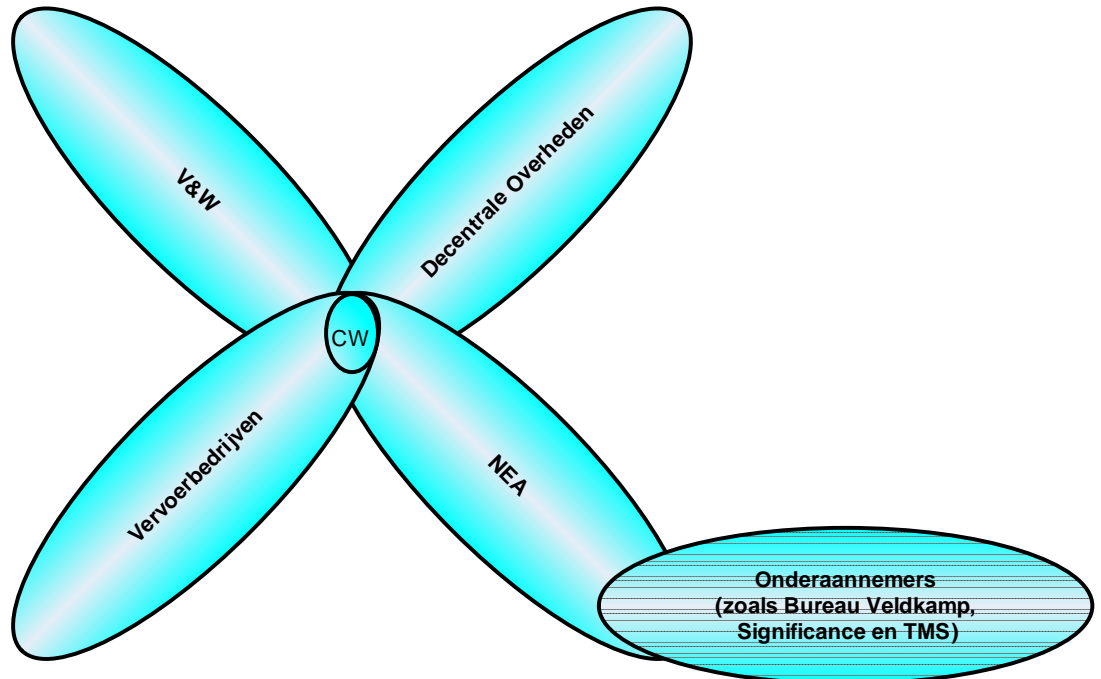
- voor kleinere concessies (minder dan 1/3 van een overheid) zijn de onnauwkeurigheden in het algemeen groter dan 5%;
- door de keuze voor WROOV-Light worden er nu elk jaar nieuwe verdeelsleutels vastgesteld. Hoewel dit over de jaren heen tot de nauwkeurigste verdeling leidt kan er tussen de afzonderlijke jaren 'binnen de nauwkeurigheidsmarges van het onderzoek' een zeker jojo-effect optreden;
- indien de resultaten van WROOV-Light worden vergeleken met de resultaten uit andere bronnen zal een gedeelte van de verschillen verklaard worden door de onnauwkeurigheden in beide bronnen. Dit maakt het moeilijk om verschillen te analyseren en te verklaren.

3 Organisatie

3.1 Externe organisatie

In figuur 3.1 is aangegeven welke partijen in WROOV-Light samenwerken.

Figuur 3.1 Partijen WROOV-Light



Afstemming en besluitvorming vindt plaats in de CW, waarin (ten tijde van WROOV-Light 2008) de volgende personen zitting hadden:

| | | |
|--------------------------------------|---|---|
| Ministerie van Verkeer en Waterstaat | : | XXXXXXXXXXXX (voorzitter) XXXXXXXXXXXX XXXXXXXXXXXX |
| SKVV | : | XXXXXXXXXXXX (plaatsvervanger de heer XXXXXXXXXXXX) |
| IPO | : | XXXXXXXXXXXX XXXXXXXXXXXX |
| NSR | : | XXXXXXXXXXXX (agendalid) (vanaf augustus 2008) |
| VBN | : | XXXXXXXXXXXX |
| Arriva | : | XXXXXXXXXXXX |
| Connexion | : | XXXXXXXXXXXX |
| GVB Amsterdam | : | XXXXXXXXXXXX |
| HTM | : | XXXXXXXXXXXX |

Qbuzz : XXXXXXXXXXXX (agendalid) (van januari t/m september 2009)
XXXXXXXXXXXX (vanaf oktober 2009)

RET : XXXXXXXXXXXX

Veolia : XXXXXXXXXXXX (vanaf februari t/m juni 2009)
XXXXXXXXXXXX (vanaf juli 2009)

KNV: : XXXXXXXXXXXX (agendalid)

NEA : XXXXXXXXXXXX (projectleider)
XXXXXXXXXXXX
(kwaliteitszorg)
XXXXXXXXXXXX
(projectsecretaris)

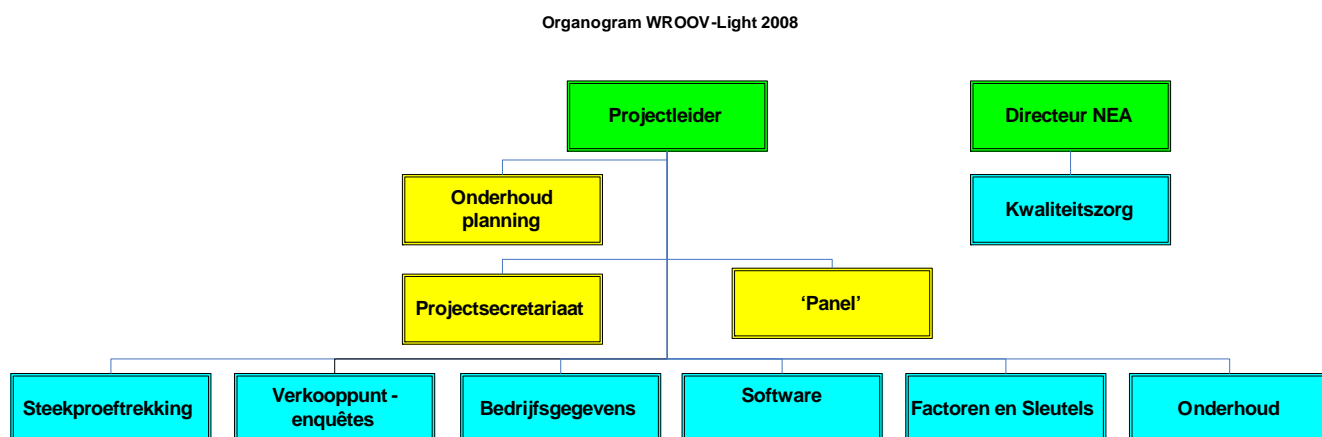
In totaal hebben in de periode maart 2008 t/m december 2009 31 CW-vergaderingen plaatsgevonden. De aanwezigheid van de verschillende partijen was zeer goed. In de documenten die in de CW aan de orde zijn geweest, zijn uitgangspunten, methodiek, processen en procedures vastgelegd. Daarnaast zijn naar aanleiding van de concept-resultaten van WROOV-Light 2008 17 vragen gesteld. Deze vragen zijn, volgens afgesproken procedures, beantwoord. De beantwoording is door de CW als voldoende beoordeeld.

De voorbereiding, uitvoering, verwerking, analyse en acceptatie van de resultaten heeft plaatsgevonden conform de door de CW vastgestelde procedure en conform de vooraf opgestelde planning.

3.2 Interne organisatie

In figuur 3.2 is de interne NEA-organisatie van het WROOV-Light-onderzoek weergegeven.

Figuur 3.2 Interne NEA-organisatie WROOV-Light-onderzoek



Uit dit figuur blijkt duidelijk het onderscheid tussen enerzijds de 'gele stafdiensten' en de 'blauwe productieafdelingen'.

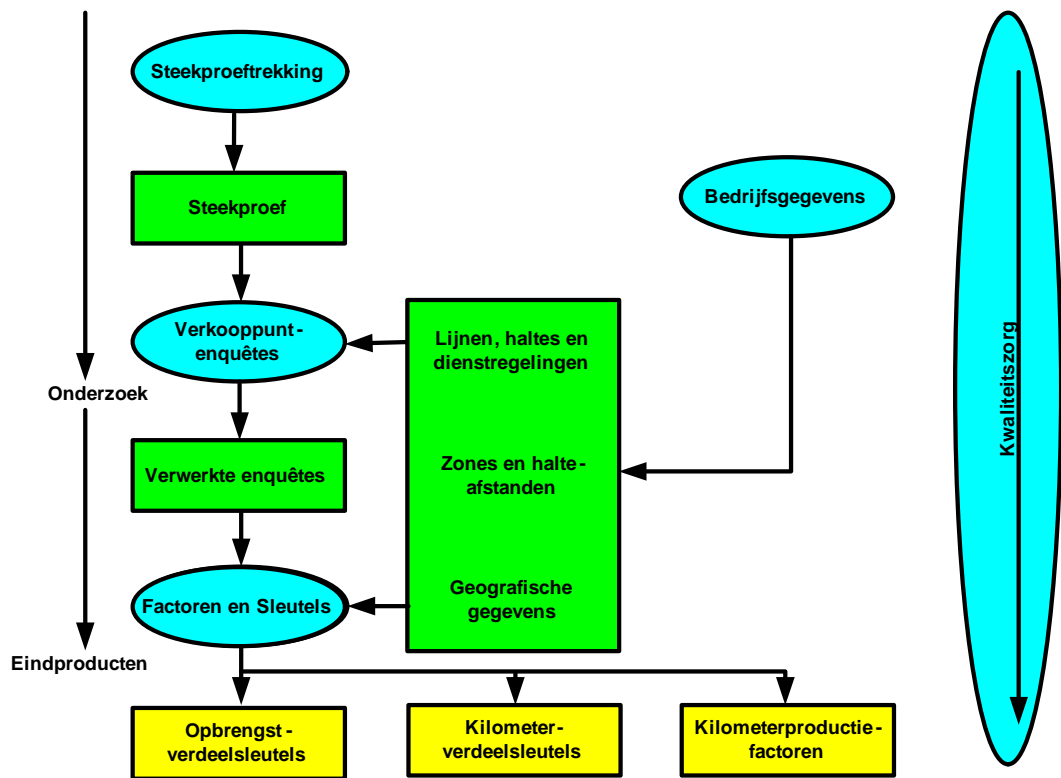
Bij een groot project als WROOV-Light zijn de onafhankelijke stafdiensten onmisbaar voor de kwaliteit en voortgang van het project.

In figuur 3.3 is, op hoofdlijnen, geschetst hoe de procesgang plaatvond.

Hierbij komt vooral de centrale plaats van de hulpbestanden/bedrijfsgegevens naar voren. Deze vormen een onmisbare input voor de overige processen. Tijdige beschikbaarheid en kwaliteit hiervan spelen een centrale rol in de beheersing van het onderzoek.

In het figuur is ook de rol van Kwaliteitszorg geschetst. Vanwege praktische argumenten (tweedimensionale figuur) is deze naast het primaire proces getekend. In een driedimensionale figuur zou deze als een deken over het gehele proces liggen.

Figuur 3.3 **Procesgang WROOV-Light-onderzoek**



4 Het onderzoek

In de volgende tabel wordt een kort beeld gegeven van de omvang en samenstelling van het onderzoek.

Voor een gedetailleerde beschrijving en verantwoording wordt verwezen naar de eindrapportages van de deelonderzoeken.

Het responspercentage is gedaald met 1% (van 31,9% naar 30,9%) deze daling is kleiner dan in het voorgaande jaar.

Over een langere termijn daalt het gemiddeld responspercentage met circa 1% per jaar.

Als naar de responsontwikkeling per enquêtesoort wordt gekeken zien we dat de jaarkaarten een positieve responsontwikkeling zien en de enquêtesoorten die via verkooppunten worden uitgedeeld een negatieve responsontwikkeling.

De positieve ontwikkeling bij de jaarkaarten hangt waarschijnlijk samen met het versturen van een herrineringskaart. Dit is voor het eerst in het onderzoek van 2008 toegepast.

Voor de niet jaarkaarten is het WROOV-onderzoek is in belangrijke mate afhankelijk van de medewerking van de verkooppunten. De overgangssituatie naar de OV-chipkaart brengt, voor hen, onzekerheden met zich mee. Dit bevordert niet de medewerking. Daarnaast is de dynamiek in het regionale kaartassortiment (tariefacties gratis OV) ook aanzienlijk toegenomen.

Tabel 4.1 Aantal uitgezette enquêtes respons en verwerkingspercentage per enquêtesoort

| <i>Enquêtesoort</i> | <i>Uitgezet</i> | <i>Respons</i> | <i>2008</i> | <i>2007</i> | <i>2008</i> | <i>2007</i> |
|--------------------------------|-----------------|----------------|------------------------|------------------------|----------------------------|----------------------------|
| | Aantal | Aantal | Respons- percentage | Respons- percentage | Verwerkings- percentage | Verwerkings- percentage |
| Voorverkoop strippenkaarten | 282.240 | 89.206 | 31,6 | 33,7 | 90,6 | 91,4 |
| Sterabonnement | 93.130 | 26.055 | 28,0 | 30,1 | 90,1 | 90,4 |
| Stad-/streekkaart | 3.204 | 554 | 17,3 | 15,2 | 93,7 | 96,0 |
| Jaar-sterabonnement | 59.436 | 19.622 | 33,0 | 30,6 | 86,5 | 87,6 |
| OV-jaarkaart | 16.685 | 5.321 | 31,9 | 30,4 | 94,5 | 95,7 |
| Jaartrajectkaart | 31.320 | 9.607 | 30,7 | 27,5 | 95,5 | 96,5 |
| | | | | | | |
| Totaal | 486.015 | 150.365 | 30,9 | 31,9 | 90,4 | 91,1 |

Het aanbod heeft ook een steeds grotere dynamiek, als gevolg van aanbestedingen en RandstadRail. Dit kan een versturende invloed hebben op de verwerking van de resultaten. Eventuele correcties om dit te compenseren hebben in het algemeen een negatieve invloed op de nauwkeurigheid van de resultaten.

5 Verbeteringen/kwaliteitszorg

Voor het WROOV-onderzoek is het van elementair belang dat er een continu verbeterproces plaatsvindt. Enerzijds is dit noodzakelijk omdat de impact van de resultaten steeds groter wordt, anderzijds omdat de OV-wereld continu in beweging is.

De borging van de kwaliteit, om überhaupt een basis voor verbeteringen te leggen, en de input voor de verbeteringen wordt voor een belangrijk gedeelte ingevuld door Kwaliteitszorg.

Voor de wijze waarop dit is gebeurd en de resultaten hiervan verwijzen we naar de rapportage 'Eindrapportage Kwaliteitszorg in het kader van WROOV-Light 2008'.

Het daadwerkelijk implementeren van verbeteringen is natuurlijk een zaak die binnen het onderzoek dient te gebeuren.

In het onderzoek WROOV-Light 2008 is een breed scala van verbeteringen doorgevoerd. In de eindrapportages van de deelprojecten wordt hier in detail op ingegaan.

Het WROOV-Light-onderzoek vindt al een aantal jaren volgens eenzelfde stramien plaats. De mogelijkheden tot verbeteringen nemen daarmee af. De aangebrachte verbeteringen hebben vooral betrekking op het proces en de controles.

6 Resultaten

6.1 Inleiding

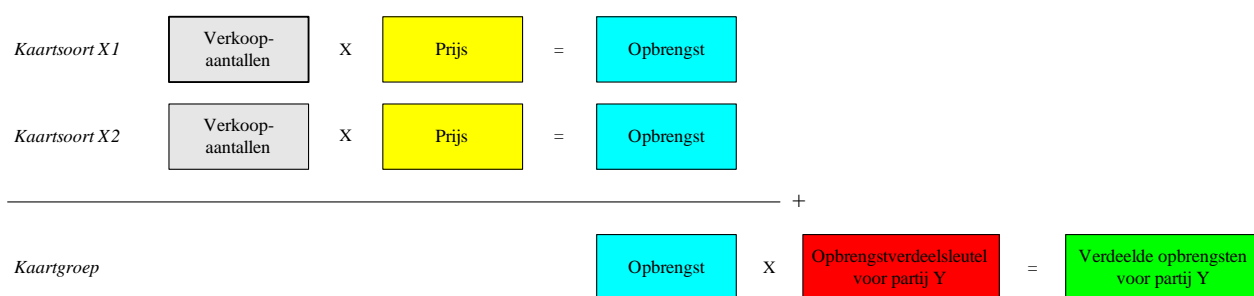
De resultaten van het onderzoek betreffen:

- opbrengstverdeelsleutels;
- kilometerproductiefactoren;
- kilometerverdeelsleutels.

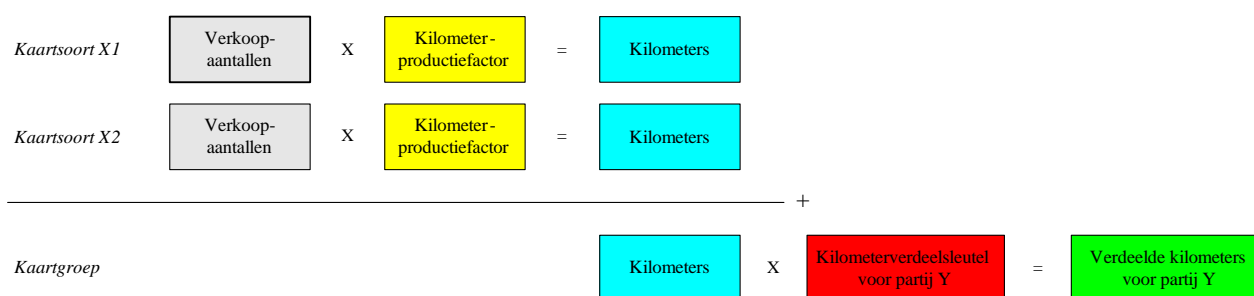
In combinatie met de verkoopgegevens worden verdeelde opbrengsten en verdeelde kilometers bepaald.

De wijze waarop dit gebeurt, is in de volgende twee figuren grafisch weergegeven.

Figuur 6.1 Grafische voorstelling bepaling verdeelde opbrengsten per partij, per ambtsgebied & per kaartgroep



Figuur 6.2 Grafische voorstelling bepaling verdeelde kilometers per partij, per ambtsgebied & per kaartgroep



De resultaten van deze acties, de verdeelde opbrengsten en kilometers, zijn opgenomen in de volgende paragraaf.

De marges (onnauwkeurigheden) van de uitkomsten zijn opgenomen in paragraaf 6.3. In de laatste paragraaf van dit hoofdstuk wordt inzicht gegeven in de gemiddelde ontwikkeling van de kilometerproductiefactoren voor de belangrijkste kaartsoorten.

6.2 Verdeelde opbrengsten en kilometers

In de tabellen 6.1 en 6.2 wordt de ontwikkeling van de opbrengsten per DO en vervoerbedrijf tussen 2007, op basis van de opbrengsten in 2007 en het onderzoek 2007, en 2008, op basis van de opbrengsten in 2008 en het onderzoek in 2008, weergegeven. Het betreft de NVB-opbrengsten inclusief het 5e kwartaal. De NVB-opbrengsten betreffen de kaartgroepen 1, 2, 3, 4, 5, 7, 8, 12, 15 en 26. Voor een nadere omschrijving van de kaartgroepen zie de begrippenlijst in bijlage 1. Een ontwikkeling in de omvang van regionale vervoerbewijzen (kaartgroep 9) kan in geval van substitutie van invloed zijn op de NVB-opbrengsten.

De cijfers voor 2007 stemmen niet overeen met de in de vorige eindrapportage (WROOV-Light 2007) gepresenteerde resultaten. In de cijfers van 2007 zijn (ten behoeve van de vergelijkbaarheid met de resultaten van 2008) in deze rapportage de volgende mutaties opgenomen:

- verkopen en sleutels zijn gecorrigeerd voor de ingroei van de RandstadRail;
- sleutels zijn gecorrigeerd voor het ING-contract.

De kaartgroepen 1, 2, 3, 4, 5, 7, 8, 12, 15 en 26 voor 2008 zijn inclusief de fictieve verkopen horende bij het gratis OV en de stakingen.

De tabellen in deze paragraaf zijn opgenomen om een vergelijking tussen de twee WROOV-Light-onderzoeken te kunnen maken. In werkelijkheid worden in WROOV-Light de verkoopopbrengsten van enig jaar verdeeld met de sleutels op basis van het onderzoek uit de daaraan voorafgaande periode.

Bij de interpretatie is het van belang dat de ontwikkelingen door verschillende oorzaken, zoals prijsontwikkeling, verkoopontwikkeling, en overdracht van lijnen, worden verklaard. In bijlage 4 zijn de ontwikkelingen hiernaar onderverdeeld.

Tabel 6.1 Ontwikkeling opbrengsten per decentrale overheid tussen 2007 en 2008 (voor opbouw en exacte definitie zie bijlage 4)

| <i>Overheid</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|-------------|-------------|--------------|
| BRU | 32.384.497 | 32.515.815 | 100,4 |
| DRENTHE | 4.556.875 | 4.575.374 | 100,4 |
| FLEVOLAND | 11.817.657 | 11.516.990 | 97,5 |
| FRIESLAND | 8.174.395 | 8.842.367 | 108,2 |
| GELDERLAND | 12.283.230 | 11.683.476 | 95,1 |
| GRONINGEN | 13.532.748 | 13.487.543 | 99,7 |
| HAAGLANDEN | 74.442.155 | 72.776.264 | 97,8 |
| LIMBURG | 10.919.101 | 11.819.930 | 108,3 |

| <i>Overheid</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|-------------|-------------|--------------|
| NOORD-BRABANT | 13.312.155 | 11.673.258 | 87,7 |
| NOORD-HOLLAND | 18.314.157 | 16.969.744 | 92,7 |
| NSR | 4.172.225 | 4.123.934 | 98,8 |
| OVERIJSSEL | 6.160.537 | 5.972.248 | 96,9 |
| SAN | 16.190.799 | 15.197.595 | 93,9 |
| SOV | 2.964.891 | 2.846.286 | 96,0 |
| SRA | 141.883.612 | 143.915.762 | 101,4 |
| SRE | 7.566.898 | 6.075.598 | 80,3 |
| SRR | 79.184.377 | 75.628.307 | 95,5 |
| TWENTE | 4.370.473 | 4.179.616 | 95,6 |
| UTRECHT | 11.303.809 | 11.355.993 | 100,5 |
| ZEELAND | 5.200.185 | 4.556.250 | 87,6 |
| ZUID-HOLLAND | 30.296.461 | 28.316.538 | 93,5 |
| TOTAAL | 509.031.237 | 498.028.887 | 97,8 |

Tabel 6.2 Ontwikkeling opbrengsten per vervoerbedrijf tussen 2007 en 2008 (voor opbouw en exacte definitie zie bijlage 4)

| <i>Bedrijf</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|-------------|-------------|--------------|
| ARRIVA | 50.040.442 | 45.614.314 | 91,2 |
| ARRIVA OV TREIN | 3.326.886 | 3.763.138 | 113,1 |
| CONNEXION | 137.633.517 | 132.524.356 | 96,3 |
| GVB | 104.976.347 | 106.971.894 | 101,9 |
| GVU | 16.261.880 | 16.894.544 | 103,9 |
| HERMES | 7.709.907 | 8.601.549 | 111,6 |
| HTM | 63.668.594 | 61.719.338 | 96,9 |
| NACO | 2.491 | 729 | 29,3 |
| NOVIO | 4.349.712 | 3.669.354 | 84,4 |
| NSR | 4.472.087 | 4.443.879 | 99,4 |

| <i>Bedrijf</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|------------------|-------------|-------------|--------------|
| QBUZZ | 0 | 8.331.790 | - |
| RET | 71.067.580 | 69.271.580 | 97,5 |
| SOV | 2.964.891 | 2.846.286 | 96,0 |
| STADSVVERVOER NL | 2.491.355 | 0 | 0,0 |
| SYNTUS | 4.692.844 | 4.787.799 | 102,0 |
| TCR | 7.874 | 29.339 | 372,6 |
| VEOLIA | 27.526.523 | 21.391.579 | 77,7 |
| VEOLIA VELUWE | 7.762.311 | 7.080.037 | 91,2 |
| WATERBUS | 75.996 | 87.380 | 115,0 |
| TOTAAL | 509.031.237 | 498.028.887 | 97,8 |

De verdeling van basiselementen naar vervoerbedrijven voor 2007 is gebaseerd op de situatie per 1 januari 2008 (L-boek) en voor 2008 op de situatie per 1 januari 2009 (M-boek).

In de tabellen 6.3 en 6.4 wordt de ontwikkeling van de reizigerskilometers per DO en vervoerbedrijf tussen 2007, op basis van de verkopen in 2007 en het onderzoek 2008, en 2008, op basis van de verkopen in 2008 en het onderzoek in 2008, weergegeven.

Bij de interpretatie is het van belang dat de ontwikkeling door een aantal verschillende oorzaken, zoals verschillen in kilometerproductiefactoren, verkoopontwikkeling, en overdracht van lijnen, wordt verklaard. In bijlage 4 zijn de ontwikkelingen hiernaar onderverdeeld.

Tabel 6.3 Ontwikkeling kilometers (*1000) per decentrale overheid tussen 2007 en 2008 (voor opbouw en exacte definitie zie bijlage 4)

| <i>Overheid</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|-------------|-------------|--------------|
| BRU | 205.475.206 | 203.080.788 | 98,8 |
| DRENTHE | 47.381.985 | 47.458.894 | 100,2 |
| FLEVOLAND | 103.269.485 | 98.474.872 | 95,4 |
| FRIESLAND | 86.612.301 | 86.581.715 | 100,0 |
| GELDERLAND | 115.699.138 | 107.580.116 | 93,0 |

| <i>Overheid</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|---------------|---------------|--------------|
| GRONINGEN | 132.631.043 | 134.247.531 | 101,2 |
| HAAGLANDEN | 440.134.865 | 418.965.724 | 95,2 |
| LIMBURG | 82.981.759 | 83.856.208 | 101,1 |
| NOORD-BRABANT | 113.442.384 | 98.312.444 | 86,7 |
| NOORD-HOLLAND | 138.999.763 | 126.545.446 | 91,0 |
| NSR | 28.279.341 | 27.745.976 | 98,1 |
| OVERIJSSSEL | 62.286.938 | 58.553.373 | 94,0 |
| SAN | 126.020.144 | 115.025.273 | 91,3 |
| SOV | 29.294.039 | 27.614.931 | 94,3 |
| SRA | 1.005.843.712 | 974.807.585 | 96,9 |
| SRE | 53.057.978 | 44.657.291 | 84,2 |
| SRR | 560.945.238 | 517.853.616 | 92,3 |
| TWENTE | 37.068.813 | 35.261.691 | 95,1 |
| UTRECHT | 92.269.322 | 92.896.787 | 100,7 |
| ZEELAND | 64.328.037 | 55.160.440 | 85,7 |
| ZUID-HOLLAND | 263.652.126 | 237.490.455 | 90,1 |
| TOTAAL | 3.789.673.616 | 3.592.171.156 | 94,8 |

Tabel 6.4 Ontwikkeling kilometers (*1000) per vervoerbedrijf tussen 2007 en 2008 (voor opbouw en exacte definitie zie bijlage 4)

| <i>Bedrijf</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|-----------------|---------------|---------------|--------------|
| ARRIVA | 486.528.253 | 427.738.446 | 87,9 |
| ARRIVA OV TREIN | 36.475.887 | 39.789.087 | 109,1 |
| CONNEXION | 1.143.966.105 | 1.072.888.391 | 93,8 |
| GVB | 667.650.717 | 659.062.239 | 98,7 |
| GVU | 89.692.357 | 90.248.218 | 100,6 |
| HERMES | 55.780.674 | 68.182.226 | 122,2 |

| <i>Bedrijf</i> | <i>2007</i> | <i>2008</i> | <i>Index</i> |
|------------------|---------------|---------------|--------------|
| HTM | 359.224.845 | 341.549.792 | 95,1 |
| NACO | 9.440 | 6.391 | 67,7 |
| NOVIO | 31.815.313 | 25.376.430 | 79,8 |
| NSR | 31.936.853 | 31.456.159 | 98,5 |
| QBUZZ | 0 | 72.993.489 | - |
| RET | 486.661.123 | 458.762.259 | 94,3 |
| SOV | 29.294.039 | 27.614.931 | 94,3 |
| STADSVVERVOER NL | 20.327.685 | 0 | 0,0 |
| SYNTUS | 45.262.879 | 44.805.657 | 99,0 |
| TCR | 65.389 | 203.824 | 311,7 |
| VEOLIA | 232.668.446 | 166.311.274 | 71,5 |
| VEOLIA VELUWE | 72.209.554 | 64.974.925 | 90,0 |
| WATERBUS | 104.056 | 207.417 | 199,3 |
| TOTAAL | 3.789.673.616 | 3.592.171.156 | 94,8 |

6.3 Onnauwkeurigheden verdeelde opbrengsten en kilometers

Naast de absolute hoogte van de opbrengsten en kilometers is de relatieve precisie hiervan van belang.

In de tabellen 6.5 en 6.6 zijn deze, bij een 90% 2-zijdig betrouwbaarheidsinterval, per DO en vervoerbedrijf weergegeven.

Bedacht moet worden dat zowel DO als vervoerbedrijf in praktische zin niet het niveau vormen van de commerciële relatie. Dat is immers de concessie. Om hiervoor een juist beeld te krijgen, is het beter te kijken naar de cijfers voor de afzonderlijke basiselementen. Deze zijn opgenomen in bijlage 3. Voor alle basiselementen met minimale omvang van 1/3 van een DO is de relatieve precisie lager (beter) dan 5%.

Tabel 6.5 Relatieve precisie van de opbrengsten en de kilometers per overheid

| <i>Overheid</i> | <i>Relatieve precisie opbrengsten</i> | <i>Relatieve precisie kilometers</i> |
|-----------------|---------------------------------------|--------------------------------------|
| BRU | 1.2 | 1.3 |
| DRENTHE | 2.4 | 2.5 |
| FLEVOLAND | 1.9 | 2.0 |
| FRIESLAND | 1.7 | 1.6 |
| GELDERLAND | 1.7 | 1.6 |
| GRONINGEN | 1.4 | 1.5 |
| HAAGLANDEN | .8 | .9 |
| LIMBURG | 1.2 | 1.2 |
| NOORD-BRABANT | 1.8 | 1.8 |
| NOORD-HOLLAND | 1.8 | 1.7 |
| NSR | 4.2 | 4.3 |
| OVERIJSEL | 1.9 | 1.9 |
| SAN | 1.7 | 1.7 |
| SOV | 3.4 | 3.3 |
| SRA | .7 | .7 |
| SRE | 2.2 | 2.3 |
| SRR | .8 | .8 |
| TWENTE | 2.0 | 2.0 |
| UTRECHT | 2.1 | 2.0 |
| ZEELAND | 2.2 | 2.0 |
| ZUID-HOLLAND | 1.3 | 1.2 |

Tabel 6.6 Relatieve precisie van de opbrengsten en de kilometers, per bedrijf

| <i>Bedrijf</i> | <i>Relatieve precisie opbrengsten</i> | <i>Relatieve precisie kilometers</i> |
|-----------------|---------------------------------------|--------------------------------------|
| ARRIVA | .9 | .9 |
| ARRIVA OV TREIN | 2.8 | 3.0 |
| CONNEXION | .6 | .6 |
| GVB | .8 | .8 |
| GVU | 1.6 | 1.8 |
| HERMES | 2.0 | 2.0 |
| HTM | .9 | .9 |
| NACO | 219.4 | 148.1 |
| NOVIO | 3.5 | 3.6 |
| NSR | 4.0 | 4.0 |
| QBUZZ | 2.4 | 2.2 |
| RET | .8 | .8 |
| SOV | 3.4 | 3.3 |
| SYNTUS | 2.8 | 2.9 |
| TCR | 17.4 | 12.7 |
| VEOLIA | 1.1 | 1.1 |
| VEOLIA VELUWE | 2.2 | 1.9 |
| WATERBUS | 22.8 | 30.9 |

6.4 Ontwikkeling kilometerproductiefactoren

De resultaten van WROOV-Light worden ook gebruikt voor de bepaling van de ontwikkelingen van het totaal aantal reizigerskilometers in het openbaar vervoer. De ontwikkeling in de kilometerproductiefactoren speelt hierbij een belangrijke rol. In de volgende tabel zijn deze voor de meest voorkomende kaartsoorten, in vergelijking met die van het voorgaande onderzoek, weergegeven. De kilometerproductiefactor voor de 45-strippenkaart is meer dan een factor 3 groter dan die van de 15-strippenkaart. Dit komt doordat er op een 45-strippenkaart langere reizen worden gemaakt en dus relatief minder vaak een basisstrip wordt afgestempeld. De kilometerproductiefactor per strip is daardoor voor de 45-strippenkaart hoger.

Tabel 6.7 Landelijk gemiddelde gewogen waarden van kilometerproductiefactoren voor belangrijke kaartsoorten

| <i>Kaartsoort</i> | <i>Landelijk gemiddelde kilometerproductiefactor (km)</i> | |
|------------------------------|---|-------------|
| | 2007 | 2008 |
| 15-strippenkaart (vol) | 38,2 | 37,9 |
| 15-strippenkaart (red) | 41,3 | 40,9 |
| 45-strippenkaart | 124,2 | 123,4 |
| 1 sterabonnement week (vol) | 49,0 | 44,9 |
| 2 sterabonnement week (vol) | 98,4 | 98,5 |
| 3 sterabonnement week (vol) | 184,5 | 195,2 |
| 1 sterabonnement maand (vol) | 221,2 | 223,2 |
| 2 sterabonnement maand (vol) | 433,4 | 445,2 |
| 3 sterabonnement maand (vol) | 818,6 | 818,9 |
| 4 sterabonnement maand (vol) | 1240,2 | 1231,5 |

De kilometerproductiefactoren (aantal reizigerskilometers per verkocht kaartje) zijn slechts beperkt gewijzigd.

De gemiddelde kilometerproductiefactoren zijn berekend door de kilometerproductiefactoren per ambtsgebied voor zowel 2007 en 2008 te wegen met de verkopen per ambtsgebied in 2008.

Hierdoor ontstaat een zuivere vergelijking van de ontwikkeling van de kilometerproductiefactoren.

7 Kengetallen

In dit hoofdstuk worden aanvullende kengetallen gepresenteerd middels tabellen en grafieken, en worden kenmerken getoond (zoals leeftijdsklasse, motief en spits/dal) welke niet direct van belang zijn voor de opbrengstverdeling, maar die wel inzicht geven in de verhoudingen tussen de overheden of de vervoerbedrijven onderling.

Bij deze laatste, meer indirecte, kenmerken is het van belang te weten dat in het algemeen géén controle (op de invulling) van het formulier heeft plaatsgevonden, en dat er sprake is/kan zijn van een groot aandeel van de categorieën 'onbekend/niet ingevuld'. Deze categorieën zijn in onderstaande tabellen NIET meegenomen. Bij interpretatie en vergelijking met cijfers uit het verleden van cijfermateriaal met deze kenmerken dient dus enige voorzichtigheid betracht te worden.

Enkele belangrijke opmerkingen vooraf zijn:

- de cijfers hebben betrekking op (de verkopen over) het gehele jaar 2008, dus inclusief het zgn. '5e kwartaal' waarin aanvullende verkopen en correcties worden opgegeven;
- de kengetallen zijn gebaseerd op de WROOV-kaartgroepen, en zijn dus exclusief de kaartgroepen 6, 9 en 22;
- de indeling van de lijnen per basiselement (en dus ook per overheid en per vervoerbedrijf) is gebaseerd op het zgn. 'M-boek'. Indien men niet over dit M-boek beschikt, kan de WROOV-website worden geraadpleegd of kan contact worden opgenomen met het WROOV-secretariaat bij NEA (XXXXXXXXXXXXXXXXX)
- de tabellen 7.1 en 7.2 zijn inclusief dubbeltellingen, dat wil zeggen dat de reizen en de ritten die onder meerdere overheden c.q. meerdere vervoerbedrijven vallen ook bij al deze overheden c.q. vervoerbedrijven worden meegeteld. Dit verklaart ook het verschil tussen de totalen van de aantallen reizen en ritten van de tabellen 7.1 en 7.2;
- nadere uitleg: voor een definitie van de begrippen reis en rit zie de begrippenlijst in bijlage 1. Uit deze definities blijkt dat een reis kan worden gemaakt met verschillende basiselementen die (eventueel) onder verschillende overheden en/of vervoerbedrijven kunnen vallen. Ook voor een 'gesplitste' rit geldt dat deze is gemaakt met verschillende basiselementen die (eventueel) onder verschillende overheden en/of vervoerbedrijven kunnen vallen;
- in bijlage 1 van dit document wordt een aantal begrippen uitgelegd welke worden gehanteerd in de volgende tabellen, grafieken en kaartjes.

Allereerst worden in de volgende tabellen enige kengetallen getoond per overheid (tabel 7.1) en per vervoerbedrijf (tabel 7.2).

Tabel 7.1 Een aantal kengetallen per overheid, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal

| <i>Overheid</i> | <i>Aantal reizen</i> | <i>Gemiddelde reislangte in kms</i> | <i>Aantal ritten</i> | <i>Gemiddelde ritlangte in kms</i> | <i>% overstappers</i> |
|-----------------|----------------------|-------------------------------------|----------------------|------------------------------------|-----------------------|
| BRU | 29.908.208 | 7,7 | 34.887.956 | 6,1 | 18,8 |
| DRENTHE | 3.288.693 | 20,0 | 3.686.545 | 17,0 | 20,7 |
| FLEVOLAND | 11.217.275 | 10,2 | 12.918.970 | 8,4 | 19,3 |
| FRIESLAND | 4.841.289 | 18,9 | 5.636.436 | 15,8 | 17,6 |
| GELDERLAND | 7.956.293 | 15,5 | 8.860.978 | 13,0 | 19,4 |
| GRONINGEN | 8.232.095 | 19,0 | 10.392.345 | 14,9 | 24,9 |
| HAAGLANDEN | 66.817.125 | 6,6 | 84.772.671 | 5,0 | 24,9 |
| LIMBURG | 9.826.438 | 8,9 | 11.316.768 | 7,7 | 13,4 |
| NOORD-BRABANT | 9.851.751 | 10,5 | 11.236.130 | 9,0 | 15,1 |
| NOORD-HOLLAND | 15.570.551 | 9,9 | 17.068.688 | 8,1 | 16,6 |
| NSR | 3.925.582 | 11,9 | 4.085.295 | 6,9 | 71,4 |
| OVERIJSEL | 4.825.406 | 15,3 | 5.651.557 | 12,2 | 19,7 |
| SAN | 13.323.417 | 9,9 | 15.692.602 | 8,0 | 18,9 |
| SOV | 2.702.187 | 10,9 | 2.941.504 | 9,4 | 17,9 |
| SRA | 129.558.220 | 7,8 | 175.082.465 | 5,6 | 31,9 |
| SRE | 4.785.336 | 10,3 | 5.700.490 | 8,1 | 20,5 |
| SRR | 63.819.063 | 9,5 | 88.936.975 | 5,9 | 38,9 |
| TWENTE | 3.277.877 | 11,4 | 4.040.565 | 9,1 | 21,8 |
| UTRECHT | 8.896.728 | 12,4 | 9.426.249 | 10,4 | 20,5 |
| ZEELAND | 2.531.642 | 22,9 | 2.974.620 | 18,5 | 19,1 |
| ZUID-HOLLAND | 20.560.624 | 13,5 | 22.727.985 | 10,7 | 30,5 |
| TOTAAL | 425.715.801 | 9,4 | 538.037.794 | 6,9 | 27,7 |

| <i>Overheid</i> | <i>Aantal reizen</i> | <i>Gemiddelde reislengthe in kms</i> | <i>Aantal ritten</i> | <i>Gemiddelde ritlengthe in kms</i> | <i>% overstappers</i> |
|-----------------|----------------------|--|----------------------|---|---------------------------|
| BRU | 29.908.208 | 7,7 | 34.887.956 | 6,1 | 18,8 |
| DRENTHE | 3.288.693 | 20,0 | 3.686.545 | 17,0 | 20,7 |
| FLEVOLAND | 11.217.275 | 10,2 | 12.918.970 | 8,4 | 19,3 |
| FRIESLAND | 4.841.289 | 18,9 | 5.636.436 | 15,8 | 17,6 |
| GELDERLAND | 7.956.293 | 15,5 | 8.860.978 | 13,0 | 19,4 |
| GRONINGEN | 8.232.095 | 19,0 | 10.392.345 | 14,9 | 24,9 |
| HAAGLANDEN | 66.817.125 | 6,6 | 84.772.671 | 5,0 | 24,9 |
| LIMBURG | 9.826.438 | 8,9 | 11.316.768 | 7,7 | 13,4 |
| NOORD-BRABANT | 9.851.751 | 10,5 | 11.236.130 | 9,0 | 15,1 |
| NOORD-HOLLAND | 15.570.551 | 9,9 | 17.068.688 | 8,1 | 16,6 |
| NSR | 3.925.582 | 11,9 | 4.085.295 | 6,9 | 71,4 |
| OVERIJSSSEL | 4.825.406 | 15,3 | 5.651.557 | 12,2 | 19,7 |
| SAN | 13.323.417 | 9,9 | 15.692.602 | 8,0 | 18,9 |
| SOV | 2.702.187 | 10,9 | 2.941.504 | 9,4 | 17,9 |
| SRA | 129.558.220 | 7,8 | 175.082.465 | 5,6 | 31,9 |
| SRE | 4.785.336 | 10,3 | 5.700.490 | 8,1 | 20,5 |
| SRR | 63.819.063 | 9,5 | 88.936.975 | 5,9 | 38,9 |
| TWENTE | 3.277.877 | 11,4 | 4.040.565 | 9,1 | 21,8 |
| UTRECHT | 8.896.728 | 12,4 | 9.426.249 | 10,4 | 20,5 |
| ZEELAND | 2.531.642 | 22,9 | 2.974.620 | 18,5 | 19,1 |
| ZUID-HOLLAND | 20.560.624 | 13,5 | 22.727.985 | 10,7 | 30,5 |
| TOTAAL | 425.715.801 | 9,4 | 538.037.794 | 6,9 | 27,7 |

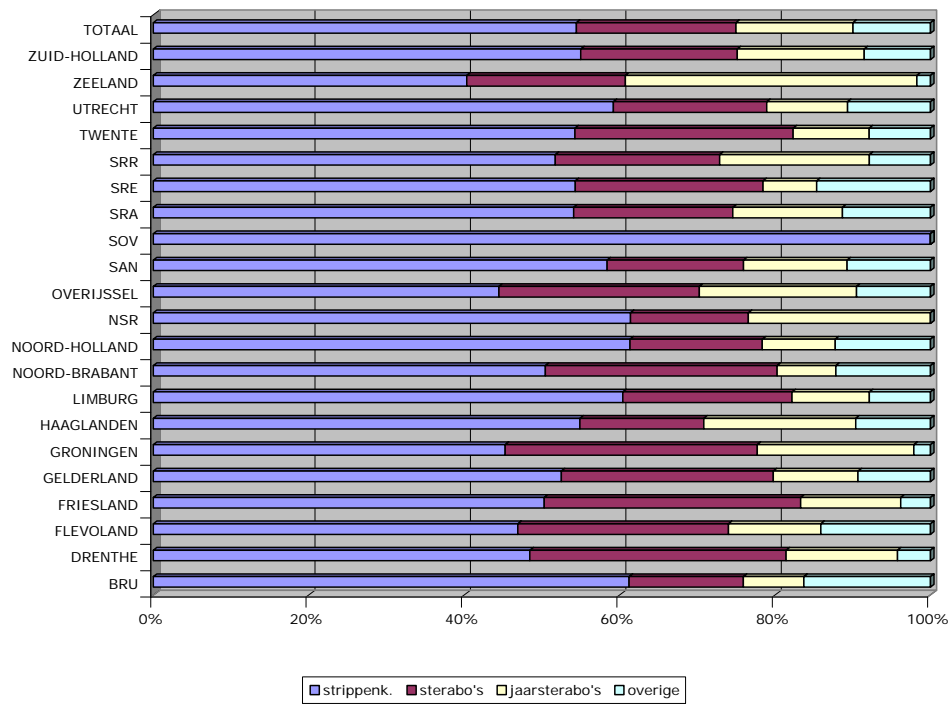
Tabel 7.2 Een aantal kengetallen per vervoerbedrijf, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal

| <i>Vervoerbedrijf</i> | <i>Aantal reizen</i> | <i>Gemiddelde reis lengte in kms</i> | <i>Aantal ritten</i> | <i>Gemiddelde rit lengte in kms</i> | <i>% overstappers</i> |
|-----------------------|----------------------|--------------------------------------|----------------------|-------------------------------------|-----------------------|
| ARRIVA | 28.453.159 | 17,6 | 31.630.389 | 13,6 | 40,5 |
| ARRIVA OV TREIN | 1.785.262 | 25,5 | 1.817.999 | 21,9 | 45,9 |
| CONNEXION | 106.734.101 | 11,4 | 120.672.764 | 8,9 | 24,9 |
| GVB | 111.858.688 | 7,1 | 146.523.341 | 4,5 | 34,4 |
| GVU | 18.800.013 | 6,3 | 21.392.590 | 4,2 | 23,6 |
| HERMES | 6.580.618 | 12,0 | 7.543.259 | 9,7 | 22,6 |
| HTM | 59.704.161 | 6,3 | 73.433.869 | 4,7 | 25,9 |
| NACO | 223 | 28,7 | 223 | 28,7 | 0,0 |
| NOVIO | 3.946.589 | 8,5 | 4.314.308 | 6,3 | 18,6 |
| NSR | 4.154.885 | 12,9 | 4.313.935 | 7,5 | 70,9 |
| QBUZZ | 7.038.628 | 14,9 | 7.245.373 | 10,2 | 57,2 |
| RET | 61.173.358 | 9,5 | 80.533.387 | 5,7 | 39,9 |
| SOV | 2.702.187 | 10,9 | 2.941.504 | 9,4 | 17,9 |
| SYNTUS | 2.836.273 | 17,9 | 3.211.468 | 14,6 | 26,3 |
| TCR | 46.889 | 4,3 | 46.889 | 4,3 | 0,0 |
| VEOLIA | 17.809.238 | 9,8 | 20.469.141 | 8,3 | 14,6 |
| VEOLIA VELUWE | 5.111.366 | 14,3 | 5.571.786 | 12,0 | 18,5 |
| WATERBUS | 80.473 | 3,0 | 80.476 | 2,6 | 7,5 |
| TOTAAL | 438.816.108 | 9,6 | 531.742.700 | 6,8 | 30,9 |

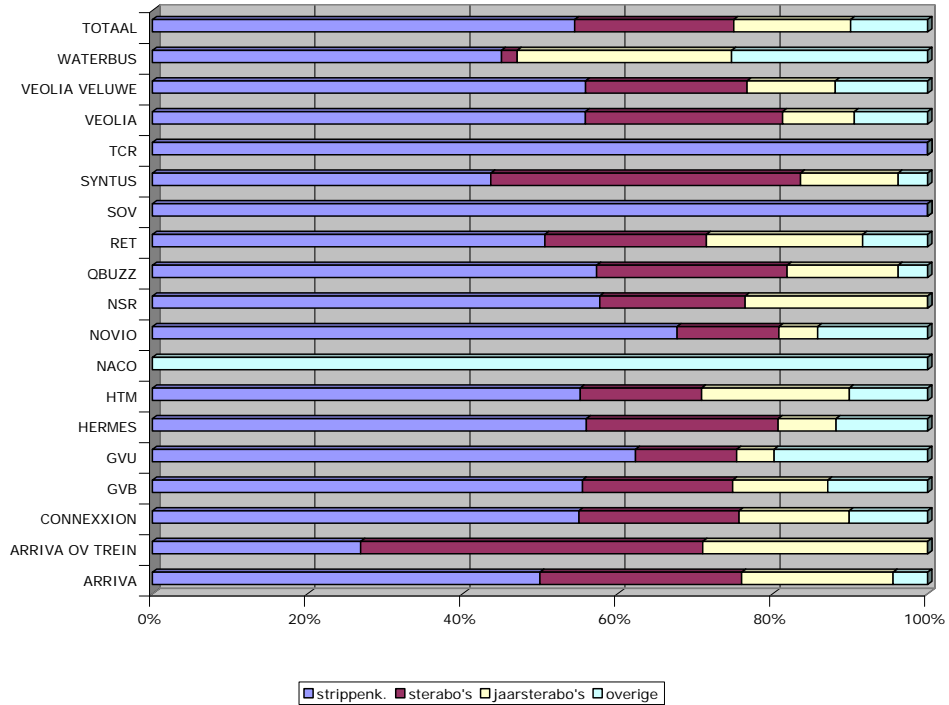
In de figuren 7.1 t/m 7.6 worden opbrengstverdelingen (dus optellend tot 100%) getoond per overheid (figuur 7.1, 7.3 en 7.5) en per vervoerbedrijf (figuur 7.2, 7.4 en 7.6).

De opbrengstverdeling wordt steeds getoond naar een bepaald kenmerk.

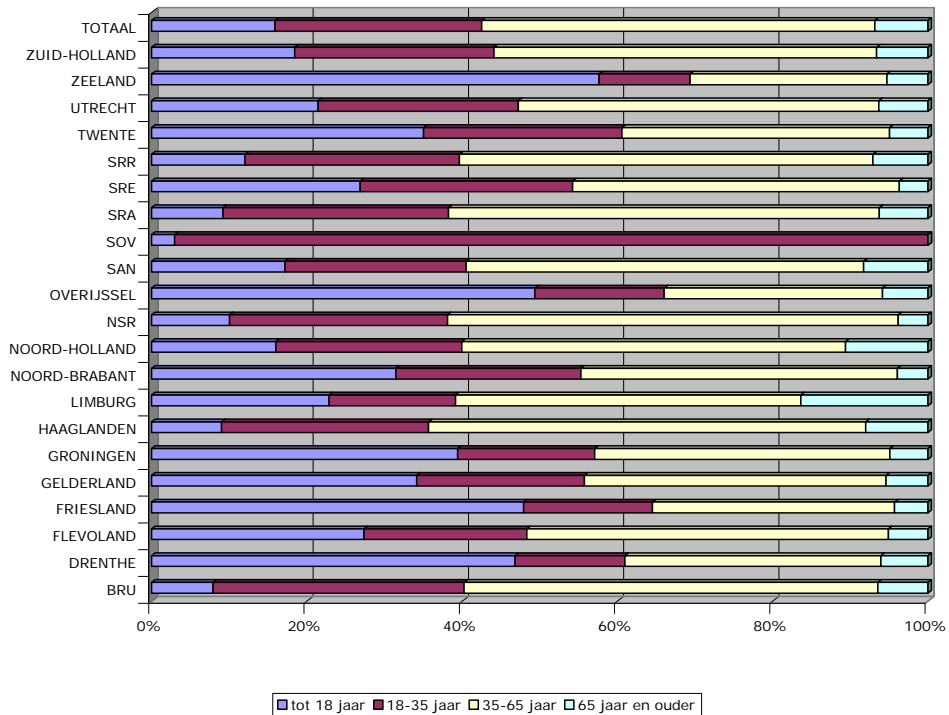
Figuur 7.1 Opbrengstverdeling per kaartgroepcombinatie per overheid, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal



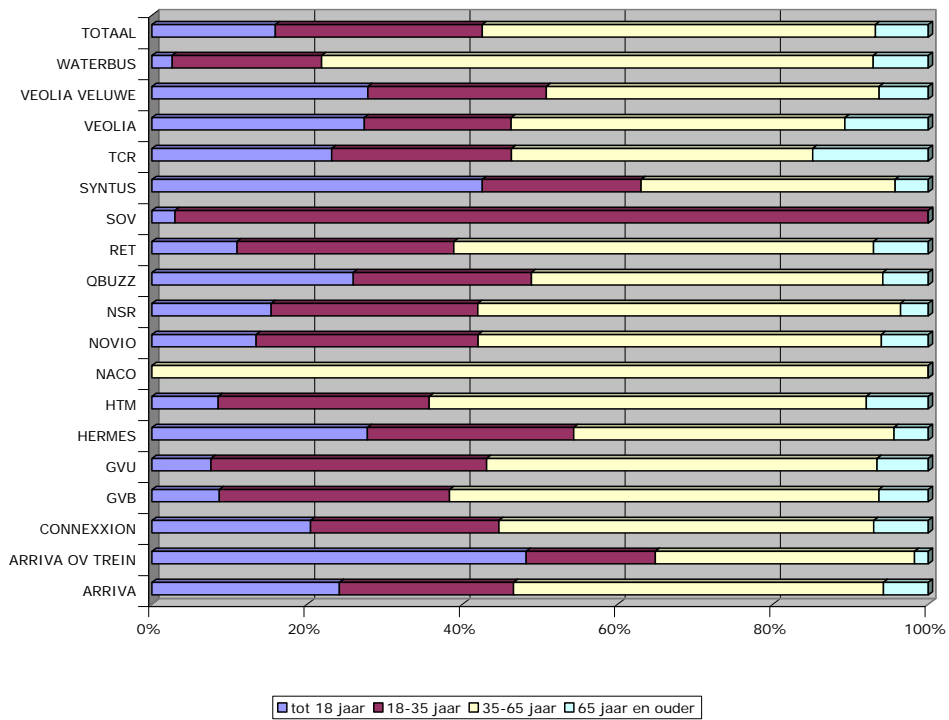
Figuur 7.2 Opbrengstverdeling per kaartgroepcombinatie per vervoerbedrijf, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal



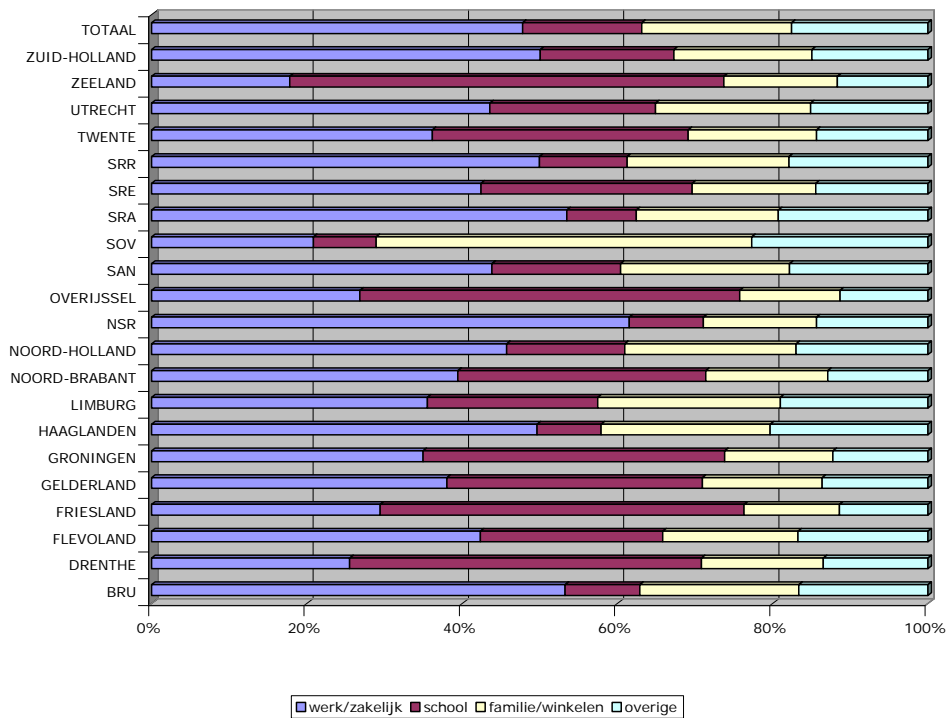
Figuur 7.3 Opbrengstverdeling per leeftijdsklasse per overheid, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal



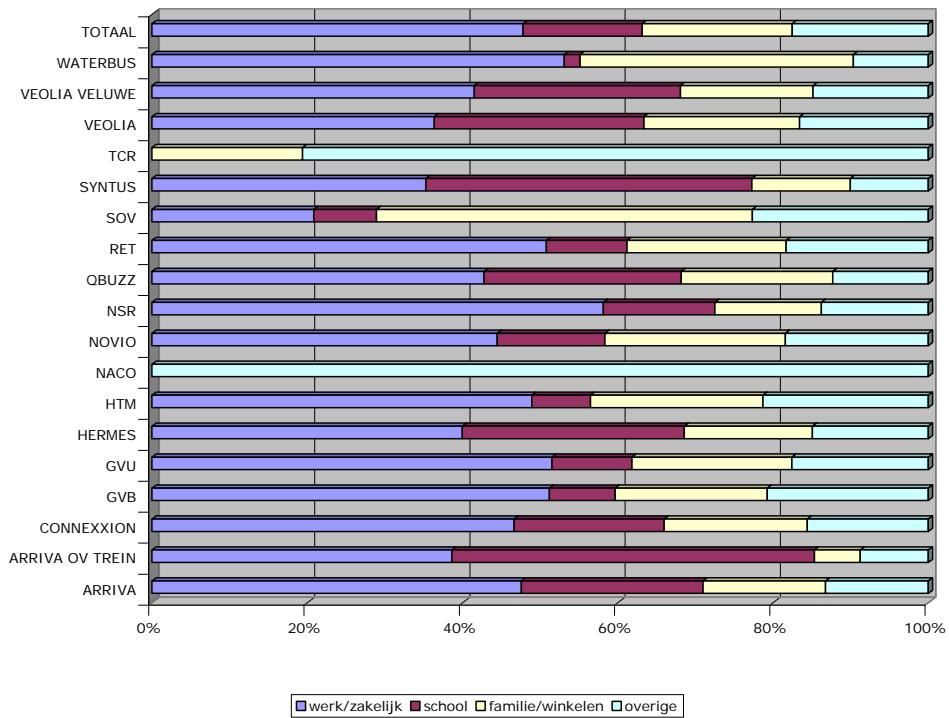
Figuur 7.4 Opbrengstverdeling per leeftijdsklasse per vervoerbedrijf, jaar 2008



Figuur 7.5 Opbrengstverdeling per motief per overheid, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal

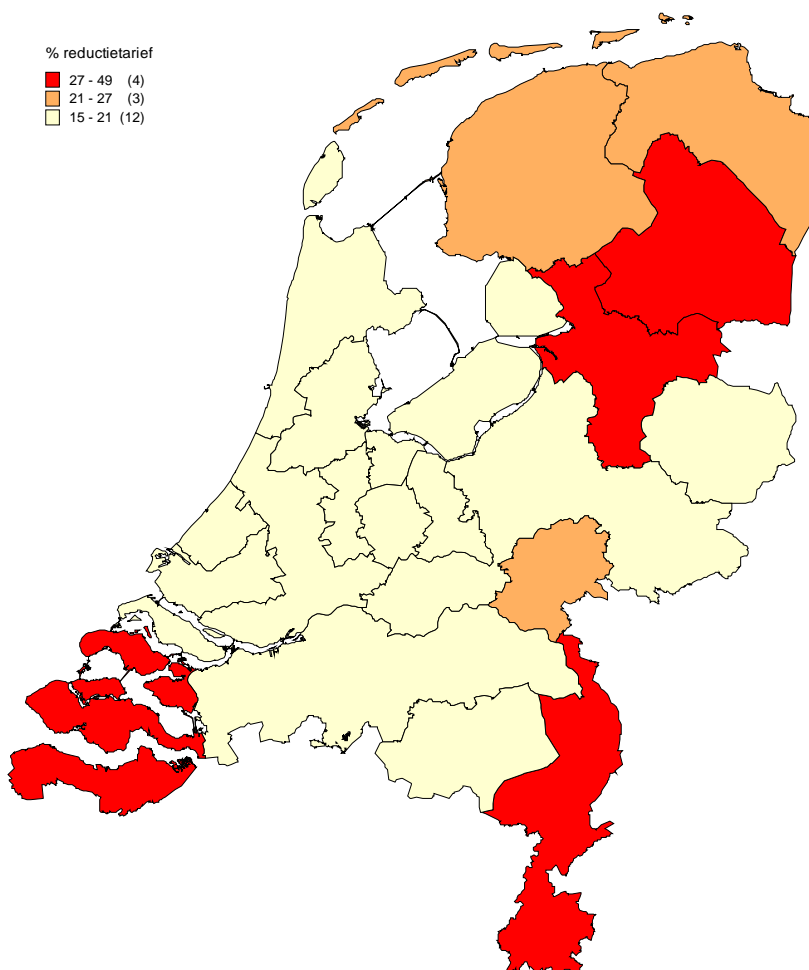


Figuur 7.6 Opbrengstverdeling per motief per vervoerbedrijf, gebaseerd op de enquêtes uit WROOV-Light 2008 en opgehoogd naar de verkopen over geheel 2008 inclusief het 5e kwartaal



In figuur 7.7 wordt het aandeel weergegeven van het aantal ritten met vervoerbewijzen reductietarief per overheid.

Figuur 7.7 Intensiteit percentage ritten met vervoerbewijzen reductietarief per overheid, jaar 2008



In vergelijking met voorgaand onderzoek is bij een groot aantal overheden het percentage ritten met reductietarief gedaald. In relatief veel gevallen lag dit percentage dicht tegen een klassegrens aan. Hierdoor is bij veel overheden de kleur/klasse ten opzichte van voorgaand jaar gewijzigd.

8 OV-Panel

Vanaf WROOV-Light 2006 wordt aan de geënquêteerden gevraagd of zij bereid zijn deel te nemen aan een OV-panel dat voor vragen met betrekking tot het OV benaderd kan worden.

Het aldus opgebouwde panel bestaat inmiddels uit 32.000OV-gebruikers.

Het OV-panel is opgezet om eventueel onderhoud in WROOV beter te kunnen uitvoeren en om eventuele verschillen bij de overgang van de OV-chipkaartopbrengsten te kunnen analyseren.

OV-bedrijven en overheden kunnen ook voor eigen doeleinden gebruik maken van het panel.

Het afgelopen jaar is dit panel voor een aantal onderzoeken benaderd. De resultaten van de meest in het oog lopende onderzoeken zijn hieronder kort samengevat.

Onderzoek naar de structurele gedragseffecten van de stakingen (onderzoek januari 2009, vervolg op onderzoek uit juni 2008)

Samenvatting

Stakingen in het openbaar vervoer hebben gevolgen voor de reizigers, er kan gedurende een bepaalde periode niet of minder gereisd worden zoals men wenst. De openbaar vervoer reiziger is dan overgeleverd aan alternatieven als men wil blijven reizen. Er is nog maar weinig bekend over het reizigersgedrag tijdens, maar zeer zeker ook na, de stakingen. Toch is dit relevant, niet alleen voor openbaar vervoerbedrijven maar ook voor overheden.

Het onderzoek in juni 2008 heeft inzichten gegeven in de gedragsreacties tijdens de stakingen. Slechts één vraag ging in op het toekomstig gedrag na de stakingen. Alternatieven konden toch best aantrekkelijk zijn waardoor men structureel minder van de bus gebruik zou kunnen gaan maken. Een relatief groot deel van de reizigers (zowel getroffen als niet getroffen) gaf aan te overwegen om minder met de bus te gaan in de toekomst vanwege de stakingen (11%). Dit vervolgonderzoek heeft uitgewezen dat feitelijk gedrag toch wel anders ligt. Uiteindelijk blijft 4,3% over van de 11% die aangaf minder te gaan reizen als gevolg van de stakingen. In het eerdere onderzoek (juni 2008) werd aangegeven dat ook misschien een deel van de respondenten die het nog niet wisten weleens zouden kunnen besluiten minder te gaan reizen. Dit effect valt echter mee, 8,6% heeft besloten toch minder te gaan reizen. Ook vanuit de groep die aangaf niet te wijzigen is toch een aantal wel minder gaan reizen met de bus. Uiteindelijk is het totaaleffect van de stakingen uitgekomen op een behoorlijke 7,2%. Niet te onderschatten door vervoerders en overheden.

Het aantal ritten dat gemiddeld per maand wordt gereduceerd is niet echt hoog. Het zijn dus duidelijk niet altijd de forenzen die zijn overgestapt naar een ander alternatief. Natuurlijk zijn ook combinaties mogelijk, op sommige dagen de bus en met mooi weer de fiets bijvoorbeeld. Onder bepaalde veronderstellingen kunnen we toch concluderen dat het busgebruik is verminderd (in aantallen ritten) met ongeveer 2,7%, niet onaanzienlijk. Nader onderzoek naar motief van de respondenten die hun gedrag wijzigen kan dit onderbouwen.

De auto wordt relatief vaak gekozen als alternatief. Dit is eventueel een aandachtspunt vanuit het fileperspectief. Toekomstig onderzoek zou kunnen nagaan of veel reizigers die kiezen voor de auto ook uit stedelijke gebieden afkomstig zijn (al weten we niet welke route ze afleggen). Betrouwbaarheid is een belangrijk issue voor de veranderende reiziger, dit ligt voor de hand anders waren ze niet overgestapt door de stakingen.

Meest bepalende kwaliteitsaspect van het openbaar vervoer in het algemeen is voor alle respondenten de betrouwbaarheid/punctualiteit. Dit kan te maken hebben met het onderwerp natuurlijk, erg gericht op stakingen en dus betrouwbaarheid. Toch vindt niet iedereen dat stakingen invloed hebben op de kwaliteit van het openbaar vervoer, dit verschilt sterk per groep.

Concluderend kunnen we wel stellen dat stakingen zowel een tijdelijk als een meer structureel effect hebben. Er zal niet direct meer door worden gereisd, maar duidelijk wel minder, ook op de lange termijn. Beleid moet zich richten op verbetering van de betrouwbaarheid in het algemeen (belangrijk kwaliteitsaspect), stakingen vormen hier een onderdeel van.

Veiligheid in het openbaar vervoer (onderzoek april 2009)

Samenvatting

De veiligheid in het openbaar vervoer is een actueel maatschappelijk thema dat op veel beleidsaandacht kan rekenen. Bestuurders van gemeenten en provincies, alsmede politie en justitie streven samen met ov-partijen naar een verbetering van de sociale veiligheid. Dit OV-panelonderzoek heeft het veiligheidsgevoel onder openbaar vervoerreizigers geanalyseerd. We hebben echter niet alleen gevraagd naar het gevoel van de reiziger (subjectieve veiligheid), ook feitelijke ervaringen (objectieve veiligheid) en mogelijke beleidsoplossingen zijn ter evaluatie voorgelegd.

Eerder onderzoek toonde aan dat reizigers zich over het algemeen veilig voelen in het openbaar vervoer. Dit positieve beeld komt ook naar voren uit ons onderzoek. Een meerderheid voelt zich veilig tot zeer veilig, waarbij weinig verschil zit tussen het voor- en natransport, het wachten bij haltes of perrons, of het vervoer zelf. Dit gevoel is niet wezenlijk veranderd in de laatste 12 maanden. Waarbij opgemerkt kan worden dat vrouwen zich iets minder veilig voelen dan mannen, en dat een meerderheid de vervoerbedrijven verantwoordelijk houdt voor handhaving van het veiligheidsniveau.

De regionale analyse toonde aan dat reizigers uit de drie Randstedelijke provincies (Noord-Holland, Zuid-Holland en Utrecht) zich minder veilig voelen dan reizigers uit andere provincies. Dit kan mede verklaard worden doordat feitelijk meer incidenten plaatsvinden in de Randstad, welke direct van invloed zijn op het subjectieve veiligheidsgevoel. Bovendien voelen metroreizigers zich minder veilig ten opzichte van bus- en treinreizigers, en metrovervoer vindt alleen in de Randstad plaats. Opvallend is tevens dat een rol wordt toegedicht aan de medereizigers. Veiligheid is belangrijk en beïnvloedt hoogstwaarschijnlijk het gebruik, maar de resultaten moeten wel in perspectief worden gezien. Betrouwbaarheid wordt veel belangrijker geacht voor de kwaliteit van het openbaar vervoer.

Objectief gezien is ongeveer 17% in het afgelopen jaar betrokken geweest als ooggetuige bij een incident. Dit aantal wijkt weinig af van eerdere onderzoeken. Het gaat hierbij met name om incidenten die betrekking hebben op overlast van bijvoorbeeld hangjongeren en verbale agressie. De meeste respondenten geven aan geen actie te hebben ondernomen bij het laatste incident dat werd meegemaakt. Als dit al werd gedaan dan in de meeste gevallen door het aanspreken van de dader. Als reden voor de inactiviteit werd in de meeste gevallen de angst voor repercussies aangevoerd. Er bestaat hierbij duidelijk een relatie tussen objectieve en subjectieve veiligheid. Respondenten die betrokken zijn geweest (als slachtoffer en/of als getuige) bij incidenten in het openbaar vervoer hebben een lager veiligheidsgevoel dan respondenten die geen negatieve ervaringen hebben gehad.

Het derde deel van de vragenlijst vroeg de respondenten naar hun mening over het belang van veiligheidsmaatregelen. Voor beleidsmakers is kosteneffectiviteit van dergelijke maatregelen natuurlijk belangrijk, maar ook de mening van de reiziger en de invloed op het heersende veiligheidsgevoel (perceptie) bij de gebruikers zou meegewogen kunnen worden bij de uiteindelijke beslissing. Preventief zien reizigers veel in het plaatsen van begeleiders op risicovolle ritten, en het goed verlichten van stations/haltes. Men hecht duidelijk minder belang aan de OV-chipkaart wanneer het gaat om de veiligheidsverbetering; dit terwijl een verbetering van de veiligheid toch een belangrijk argument is voor invoering. Nadere analyse wijst overigens uit dat reizigers met OV-chipkaart aanmerkelijk positiever oordelen over de maatregel dan reizigers met andere kaartsoorten. Hulp van de bestuurder of toezichthouder wordt belangrijker geacht dan hulp door de reiziger zelf of medepassagiers. Bijna alle nazorgmaatregelen worden belangrijk gevonden, waarbij bovendien blijkt dat men het belangrijk vindt dat de schade op de daders wordt verhaald.

De Amsterdamse metro: van strippen naar chippen: effecten van de verplichte invoering van de OV-chipkaart (augustus/september 2009)

Samenvatting

De OV-chipkaart is inmiddels in de Amsterdamse metro ingevoerd, men kan niet meer met andere kaartvormen gebruik maken de metro. De verplichte invoering vond plaats op 27 augustus. Het is interessant om na te gaan of deze invoering gevolgen heeft gehad voor het gebruik van de metro door reizigers waarvan bekend is dat ze in Amsterdam van het openbaar vervoer gebruik maken (GVB-reiziger). Tenslotte verandert de grondslag en de hoogte van het tarief voor een metrorit, en kan de kaart misschien ook om andere redenen een aanleiding zijn voor de huidige reiziger om geen of minder van de metro gebruik te maken. Deze studie heeft door middel van een voor- en nameting (voor en na invoering van de verplichting tot gebruik van de OV-chipkaart) het verwachte en werkelijke reizigersgedrag in kaart gebracht waarbij nadrukkelijk aandacht is besteed aan de prijs van de metrorit. Het gaat hierbij om de huidige GVB-reiziger; de potentieel toekomstige reiziger (zoals de automobilist of de zwartrijder, die juist

kan besluiten om van het openbaar vervoer gebruik te gaan maken), toeristen en de reizigers die gebruik maken van wagenverkoop zijn niet ondervraagd. De analyse heeft desondanks enkele interessante resultaten opgeleverd die in dit document zijn beschreven.

De voormeting wijst uit dat verwachtingen over het te betalen tarief met de OV-chipkaart niet overeenkomen met het feitelijke tarief voor strippenkaartreizigers. Het is voor velen onduidelijk wat het verschil is met de huidige situatie. De meeste reizigers verwachten duurder uit te zijn, slechts 8% verwacht goedkoper uit te zijn. Wanneer we het tarief berekenen op basis van het reisgedrag met de metro voor een blauwe strippenkaart blijkt dit juist niet zo te zijn. Voor bijna iedere reiziger verandert het tarief, maar de inschatting blijkt zeer moeilijk te zijn. De grootste groep reizigers denkt duurder uit te zijn, maar voor 63% is dit feitelijk niet juist. Voor reizigers die denken dat de prijs gelijk blijft, is de meerderheid juist goedkoper uit met chipkaart. Deze percepties van de hoogte van de nieuwe ritprijs hebben invloed op het reisgedrag. We zien namelijk dat reizigers die verwachten minder te gaan reizen voor het grootste gedeelte (85%) ook denken dat de prijs hoger zou uitpakken. De onduidelijkheid in tariefstructuur blijkt ook bij de nameting. Het aandeel 'weet niet' is zeer hoog bij de nameting. Blijkbaar heeft men wel een verwachting maar weet men na invoering eigenlijk niet wat er nu veranderd is. Communicatie van tarieven lijkt dus een sleutelwoord voor de vervoerders. Uit de nadere analyse naar de invloed van opleiding en leeftijd op de resultaten blijkt dat met name lager opgeleiden (LBO of MAVO opleiding) pessimistischer zijn en relatief vaker denken dat het tarief verhoogd is. Dit is in veel gevallen en onjuist en kan een aandachtspunt zijn in eventuele advertentie-campagnes. Uit de analyse blijkt niet dat ouderen in grotere mate onwetend zijn.

De perceptie van de prijs is medebepalend geweest voor het verwachte reisgedrag in de voormeting, maar ook bijvoorbeeld doordat men veel gedoe verwacht. Ongeveer 70% verwacht uiteindelijk het (metro-)reisgedrag niet aan te passen door de verplichting tot gebruik van de OV-chipkaart, en ongeveer 15% van alle reizigers verwacht minder te gaan reizen. Bij de nameting blijken verwachtingen niet helemaal overeen te komen met werkelijk gedrag, maar toch heeft 13% van de tweede steekproef feitelijk minder van de metro gebruik gemaakt door de komst van de OV-chipkaart. Ander openbaar vervoer (bus en tram) is net als in de voormeting een goed alternatief voor velen, maar ook lopen en fietsen waardoor het GVB toch reizigers misloopt. En waarom lopen deze reizigers weg, voor de prijs hoeven ze het in veel gevallen dus niet te laten. Tenslotte lijkt de invloed van leeftijd of opleiding op het reizigersgedrag niet significant. Alleen jongeren lijken iets eerder hun gedrag te wijzigen in vergelijking met ouderen.

In de toekomst, wanneer de OV-chipkaart wordt ingevoerd in bus en tram, is het interessant om na te gaan wat dan de effecten zijn door soortgelijk onderzoek uit te voeren. Waarschijnlijk zullen de effecten minder sterk zijn door gewenning en de beperkte beschikbaarheid van alternatieven zonder OV-chipkaart verplichting. Toch blijven lopen en fietsen aantrekkelijke alternatieven waar een vervoerder rekening mee moet houden. Effectieve communicatie over tarieven bij invoering in bus en tram ligt voor de hand voor de vervoerder, zeker wanneer de gemiddelde reiziger er niet op achteruit gaat.

BIJLAGE 1 Begrippenlijst

| BEGRIJPPENLIJST | |
|----------------------------|--|
| Ambtsgebied | verzameling van een of meer verkooppunten van vervoerbewijzen voor stads- en streekvervoer |
| Basiselement | verzameling van lijnen en/of delen van lijnen die bij de berekening van reizigerskilometers en opbrengsten op elk in het kader van een WROOV-Light-onderzoek gewenst niveau tezamen worden beschouwd |
| Belbus | (zie onder 'Oproepgestuurd openbaar vervoer') |
| BestandsControleRapportage | rapportage waarin op basis van een aantal vastgestelde criteria de mate van volledigheid en de bruikbaarheid van een bepaalde dienstregelingbestandset voor een bepaald WROOV-Light-onderzoek wordt beoordeeld |
| BCR | (zie onder 'BestandsControleRapportage') |
| Buurtbus | vorm van openbaar vervoer waarbij de dienst wordt uitgevoerd met 8-persoonsbussen die door vrijwilligers worden bestuurd; op deze lijnen zijn de Nationale Vervoer Bewijzen in het algemeen niet geldig, met uitzondering van de OV-Jaarkaart |
| Concessie | verzameling van lijnen en/of delen van lijnen waarvan de exploitatie in een en hetzelfde contract door een overheid aan een openbaar-vervoerbedrijf (als hoofdaannemer) is opgedragen; een concessie komt meestal overeen met een Basiselement of met een combinatie van enkele Basiselementen |
| CVV | Collectief Vraagafhankelijk Vervoer: een vorm van oproepgestuurd openbaar vervoer waarbij geen vaste dienstregeling geldt en de Nationale Vervoer Bewijzen niet geldig zijn (althans niet in die zin dat de dienst bij het WROOV-Light-onderzoek moet worden betrokken) |
| Dataverwerking | het omrekenen van beschikbaar gekregen gegevens tot gewenste informatie |
| Decentrale overheid | overheid, buiten het Rijk, met financiële verantwoordelijkheid voor de exploitatie van openbaar vervoer; dit zijn momenteel provincies en stadsregio's |
| Deelreis | gedeelte van een reis dat voor de NVB-tariefbepaling als eenheid geldt (bijv. voor stad-/streekkaart en OV-jaarkaart het voortraject of het natraject in relatie met een NS-reis) |
| Deelrit | gedeelte van een rit waarvan de opbrengsten en kilometers aan hetzelfde basiselement toegerekend dienen te worden |

| BEGRIPPENLIJST | |
|--------------------------|---|
| Dienstregeling | geheel van gepubliceerde openbaar-vervoerritten voor een bepaald gebied |
| Dienstregelingbestand | gedigitaliseerde informatie over een lijnennet en de voor dit lijnennet geldende dienstregeling, desgewenst met inbegrip van het geheel van chauffeurs- en wagensdiensten die worden ingezet om deze dienstregeling te verwezenlijken (een dienstregelingbestand kan ook versterkingsritten bevatten) |
| Enquêtesoort | type enquête, gericht op een verzameling van kaartgroepen waarvoor eenzelfde enquêteformulier kan worden gebruikt |
| Gebiedszonering | dataverzameling die de geografische ligging van de tariefzones omschrijft en dus ook aangeeft welke zones, ongeacht het actuele lijnennet, zonder tussenliggende zones aan elkaar grenzen |
| Interliner | buslijn, bestemd voor openbaar vervoer op middellange afstand, die met comfortabele bussen wordt onderhouden en waarvoor relatief grote onderlinge halteafstanden gelden en een trajectgebonden tariefsysteem van toepassing is; met inachtnaam van een aantal beperkingen en toeslagregelingen, kan op deze lijnen in het algemeen ook worden gereisd op kaartsoorten die behoren tot het NVB-systeem |
| Kaartgroep | verzameling kaartsoorten met vergelijkbare kenmerken: 1 Strippenkaart voorverkoop 2 Week/maandabonn. <= 2-ster 3 Week/maandabonn. >= 3-ster 4 Jaarabonnement <= 2-ster 5 Jaarabonnement >= 3-ster 6 Strippenkaart wagenverkoop 7 Stad/streekdeel OV-jaarkaart 8 Stad/streekdeel abonnementen 9 Overige opbrengsten 12 Zomertoer+/TourTime+ 15 Strippenkaart voorverkoop red. 26 Zomerzwerfkaart |
| Kaartsoort | type vervoerbewijs voor stads- en streekvervoer |
| Kilometerproductiefactor | getal dat aangeeft hoeveel reizigerskilometers er gemiddeld gemaakt worden op één exemplaar van een in een bepaald ambtsgebied verkochte kaartsoort |
| Kilometerverdeelsleutel | getal dat aangeeft welk aandeel een Basiselement toekomt in de reizigerskilometers die geproduceerd zijn op alle in een bepaald ambtsgebied verkochte kaarten uit een kaartgroep |

| BEGRIPPENLIJST | |
|---------------------------------|---|
| Lijnwijzer | een overzicht dat voor elke bij een bepaald WROOV-Light-onderzoek betrokken openbaar-vervoerlijn aangeeft in welke dienstregelingpublicatie de dienstregeling is te vinden die voor de onderzoeksperiode geldig wordt verondersteld, alsmede in welke bestandenset en onder welk systeemlijnummer de dienstregeling digitaal is vastgelegd |
| Lijnzonering | dataverzameling die aangeeft welke zones volgens de gebiedszonering aan elkaar grenzen en bovendien rechtstreeks met elkaar verbonden zijn via een openbaar-vervoerlijn waarop de strippenkaart geldig is |
| Nationale Vervoer Bewijzen | de verzameling vervoerbewijzen die – tenzij anders bepaald – in het gehele stads- en streekvervoer in Nederland geldig is, zoals strippenkaarten, sterabonnements, stad-/streek-supplementen bij trein-/Interliner-/snelboot-abonnementen en het stad-/streekdeel van de OV-Jaarkaart |
| NVB | (zie onder 'Nationale Vervoer Bewijzen') |
| Opbrengstverdeelsleutel | getal dat aangeeft welk aandeel een Basiselement toekomt in de opbrengsten van alle in een bepaald ambtsgebied verkochte kaarten uit een kaartgroep |
| Ophogen | het vertalen van steekproefuitkomsten naar de gehele populatie |
| Oproepgestuurd openbaar vervoer | vorm van openbaar vervoer waarbij ritten alleen worden uitgevoerd, indien zich hiervoor vooraf reizigers hebben aangemeld |
| Q-liner | (zie onder 'Interliner') |
| Regiotaxi | (zie onder 'CVV') |
| Reis | een verplaatsing tussen een herkomst- en een bestemmingsadres (zoals geïnterpreteerd door de respondent in de enquêtes) |
| Reizigerskilometer | de vervoerprestatie die wordt geleverd wanneer één passagier tegen betaling over een afstand van één kilometer wordt vervoerd |
| Reizigersstrip | maat voor de vervoerprestatie zodanig dat het aantal reizigersstrippen overeenkomt met het totaal aantal strippen dat door alle reizigers tezamen zou moeten worden afgestempeld indien alle reizigers op strippenkaarten zouden reizen, zonder over te stappen, door te reizen of op dezelfde strippen terug te reizen binnen de daarvoor beschikbare tijd |
| Relatieve precisie | relatieve maatstaf voor de grootte van een betrouwbaarheidsinterval (bij een tweezijdig 90%-betrouwbaarheidsinterval is deze gelijk aan: $100\% * 1,645 \cdot \sqrt{\text{variantie v.d. schatting}} / (\text{waarde v.d. schatting})$) |

| BEGRIPPENLIJST | |
|----------------------|---|
| Rijksbijdrage | t/m 2004 was dit de jaarlijks vast te stellen uitkering van de Rijksoverheid voor de exploitatie van openbaar vervoer; deze uitkering is momenteel opgenomen binnen een groter geheel, de zogenaamde Brede Doel Uitkering (BDU) |
| Rit | gedeelte van een reis zonder overstap met hetzelfde vervoermiddel |
| SOV | Studenten Openbaar Vervoerkaart de verdeling van de opbrengsten worden grotendeels, buiten WROOV, bepaald alleen de opbrengsten van SOV-kaartreizigers op de reductiestrippenkaart vallen binnen WROOV |
| Stadsregio | een samenwerkingsverband van gemeenten in een stedelijk gebied met een eigen financiële verantwoordelijkheid voor de exploitatie van openbaar vervoer; dit betreft momenteel de Stadsregio Amsterdam (SRA), de Stadsregio Rotterdam (SRR), het Stadsgewest Haaglanden, het Bestuur Regio Utrecht (BRU), de Stadsregio Eindhoven (SRE), de Stadsregio Arnhem Nijmegen (SAN) en de Regio Twente |
| Stratum | deel van de populatie dat door specifieke kenmerken onderscheiden kan worden |
| Stratificatie | het bewust verdelen van een steekproef over strata |
| Variantie | een maat voor de spreiding van de waarnemingen rondom het gemiddelde, namelijk het gemiddelde van de kwadratische afwijkingen van het gemiddelde van de waarnemingen uit de steekproef |
| Verkooppunt | een gelegenheid waar vervoerbewijzen voor het stads- en streekvervoer aan het publiek worden verkocht (een verkooppunt kan zowel een loket of balie als een verkoopautomaat zijn; een uitgiftepunt van wagenverkoopkaarten t.b.v. chauffeurs kan ook worden beschouwd als een verkooppunt) |
| Verkooppunt-enquêtes | steekproefsgewijze enquêtering van personen die Nationale Vervoer Bewijzen aanschaffen, waarbij gebruik wordt gemaakt van op grond van de aankoop van deze vervoerbewijzen uitgereikte enquêteformulieren |
| WROOV | afkorting voormalige Werkgroep Reizigers Omvang en Omvang Verkopen |
| WROOV-onderzoek | onderzoek naar het gebruik dat kopers van vervoerbewijzen maken van het stads- en streekvervoer, hetgeen opbrengstverdeelsleutels oplevert |
| WROOV-systeem | systeem dat het Ministerie van Verkeer en Waterstaat gebruikt om opbrengsten en reizigerskilometers te berekenen en over de Basiselementen te verdelen |

| BEGRIPPENLIJST | |
|-------------------------|--|
| WROOV-Light-onderzoek | onderzoek naar het gebruik dat kopers van vervoerbewijzen maken van het stads- en streekvervoer, hetgeen kilometerproductiefactoren en kilometer- en opbrengstverdeelsleutels oplevert |
| WROOV-Light-systematiek | het geheel van gegevens, rekensystemen en beleidsafspraken dat wordt gebruikt voor het berekenen en verdelen van gerealiseerde vervoeropbrengsten en reizigerskilometers |
| Zone | geografisch gebied dat voor de tariefberekening als een eenheid wordt beschouwd |

BIJLAGE 2 Korte samenvatting WROOV-Light-onderzoek

Doelstelling

Door de invoering van het nationale Tariefsysteem, de strippenkaart, in 1980 konden de reizigers vervoerbewijzen kopen die niet meer lijn- of vervoerbedrijfgebonden waren. Met een kaartje gekocht in Maastricht kon in Alkmaar worden gereisd. Dit gemak voor de reiziger leverde tegelijkertijd een probleem op voor de bedrijfstaking. Aan wie moesten nu de opbrengsten van de kaartverkoop in Maastricht worden toegedeeld?

Technisch gezien ontbrak door de invoering van de strippenkaart de relatie tussen verkoop en het gebruik op het niveau van een individueel vervoerbedrijf. Door middel van WROOV-onderzoeken is deze relatie weer hersteld. Een WROOV-onderzoek bepaalt, per ambtsgebied (verzameling verkooppunten), per kaartgroep (verzameling kaartsoorten), een verdeelsleutel waarmee de verkopen (over de periode die volgt op het onderzoek) over belanghebbende partijen worden verdeeld.

Het WROOV is gebaseerd op een steekproefonderzoek, dat wil zeggen dat de verdeelsleutels worden bepaald op basis van kenmerken van een gedeelte van de totale verzameling verkopen.

Dit heeft tot gevolg dat de resultaten niet 100% nauwkeurig zijn maar een zekere marge hebben.

Omdat het WROOV-onderzoek verdeelsleutels per ambtsgebied (ca. 400) en kaartgroep (ca. 8) bepaalt bestaat het WROOV-onderzoek eigenlijk uit ongeveer 3.000 min of meer onafhankelijke deelonderzoeken.

Opzet onderzoek

Zoals hiervoor aangegeven is het WROOV-onderzoek een steekproefonderzoek.

De steekproef wordt getrokken uit de kaartverkoppen. Per verkooppunt wordt, op basis van de geregistreerde verkopen van het verkooppunt, de steekproefomvang per kaartgroep bepaald.

Gedurende de enquêteperiode wordt bij elke kaartaankoop een schriftelijke enquête verstrekt. Op deze enquête dient door de respondent de laatst gemaakte reis te worden ingevuld. Deze reis wordt representatief geacht voor het totale reisgedrag op de gekochte kaart.

De ingevulde enquêtes kunnen door de respondenten naar een antwoordnummer worden gezonden.

De ingevulde geretourneerde enquêtes worden verwerkt tot verdeelsleutels.

Deze verwerking bestaat globaal uit twee stappen:

- in de eerste stap wordt de ingevulde reis herkend en worden de opbrengsten daarvan toegewezen aan de belanghebbende partijen van de lijnen waarop is gereisd. Alle lijnen waarop de strippenkaart geldig is zijn hiertoe eenduidig toegewezen aan deze partijen;

- in de tweede stap wordt per ambtsgebied-/kaartgroepcombinatie op basis van de toegedeelde opbrengsten van de geretourneerde enquêtes de verdeelsleutel bepaald.

Het veldwerk van de WROOV-onderzoeken vindt in de periode medio oktober tot eind november plaats.

WROOV en WROOV-Light

In de periode van 1990 tot 2003 werd elke drie jaar een WROOV-onderzoek gehouden.

Vanaf 2003 wordt er jaarlijks een zgn. WROOV-Light-onderzoek gehouden.

De omvang van deze 'Light'-onderzoeken is vanwege de iets lagere nauwkeurigheidseisen beperkter. Hiermee samenhangend zijn in de WROOV-Light-onderzoeken geen aanvullende tellingen op de voertuigen meer opgenomen. Vanwege de toegenomen dynamiek in de OV-wereld vinden de onderzoeken nu wel vaker (namelijk jaarlijks) plaats.

Projectorganisatie

De WROOV-onderzoeken worden uitgevoerd in opdracht van het Ministerie en Verkeer en Waterstaat door een vaste combinatie van onderzoeksinstituten onder leiding van NEA. Een commissie, met daarin een vertegenwoordiging van de decentrale overheden en een vertegenwoordiging van de vervoerbedrijven, begeleidt de uitvoering van de WROOV-onderzoeken.

BIJLAGE 3 Relatieve precisies per baiselement

Relatieve precisie van de opbrengsten en de kilometers, per baselement

| <i>B.e.</i> | <i>Afkorting naam baselement</i> | <i>Relat. prec. opbr.</i> | <i>Relat. prec. kms</i> |
|-------------|----------------------------------|-------------------------------|-----------------------------|
| 060 | GR-ARR-GR (STAD) | 3.9 | 4.9 |
| 224 | NB-VL-MIDD-TILBURG | 4.7 | 4.6 |
| 225 | NB-VL-WEST-BREDA | 6.0 | 5.9 |
| 226 | NB-VL-WEST-ROOSENDAAL | 17.2 | 16.7 |
| 254 | ZH-CXX-LEIDEN | 5.4 | 5.5 |
| 321 | NH-CXX-ALKMAAR | 9.2 | 9.9 |
| 329 | NH-CXX-HAARLEM-ZUIDTANGENT | 8.8 | 10.2 |
| 481 | FL-CXX-ALMERE | 2.4 | 2.4 |
| 482 | UT-CXX-AMERSFOORT | 7.2 | 7.4 |
| 487 | FL-CXX-LELYSTAD | 9.1 | 9.7 |
| 489 | OV-CXX-ZWOLLE | 4.7 | 5.1 |
| 499 | SRA-GVB-ADAM-STERNET | 9.3 | 8.6 |
| 502 | SRA-GVB-ADAM-TRAM | 1.2 | 1.4 |
| 503 | SRA-GVB-ADAM-METRO | 1.5 | 1.5 |
| 508 | SRA-GVB-ADAM-SNELTRAM | 2.7 | 2.5 |
| 509 | SRA-GVB-ADAM-BUS-ALG | 1.9 | 1.9 |
| 50P | SRA-CXX-STERNET | 8.2 | 7.9 |
| 50Q | SRA-CXX-ZUIDTANG | 3.6 | 3.5 |
| 50R | SRA-CXX-ZAANSTR | 3.9 | 3.5 |
| 50T | SRA-CXX-AMSTEL/MEERL | 3.0 | 2.9 |
| 50U | SRA-CXX-SPITSL ALMERE | 7.1 | 6.1 |
| 50W | SRA-ARR-WATERLAND | 1.7 | 1.5 |
| 511 | SRR-RET-RDAM-BUS | 3.0 | 3.1 |
| 512 | SRR-RET-RDAM-TRAM | 1.8 | 1.9 |
| 513 | SRR-RET-RDAM-METRO | 1.0 | 1.0 |

| <i>B.e.</i> | <i>Afkorting naam basiselement</i> | <i>Relat. prec. opbr.</i> | <i>Relat. prec. kms</i> |
|-------------|------------------------------------|-------------------------------|-----------------------------|
| 514 | SRR-RET-SCHIEDAM/VLAARD | 6.9 | 7.5 |
| 517 | SRR-RET-RR | 8.4 | 8.7 |
| 51D | SRR-CXX | 65.8 | 75.0 |
| 51E | SRR-CXX-VOORNE PUTTEN | 3.4 | 3.3 |
| 51J | SRR-QBZ | 3.5 | 3.2 |
| 522 | HAAGL-HTM-DEN HAAG-BUS | 2.5 | 2.5 |
| 523 | HAAGL-HTM-DEN HAAG-TRAM | 1.1 | 1.2 |
| 524 | HAAGL-CXX-DELFT | 9.6 | 9.6 |
| 526 | HAAGL-CXX-ZOETERMEER | 15.9 | 14.5 |
| 527 | HAAGL-HTM-RR | 2.0 | 2.0 |
| 529 | HAAGL-RET-RR | 4.8 | 4.8 |
| 52A | HAAGL-CXX-STREEK | 2.7 | 2.6 |
| 542 | BRU-GVU-UT | 1.6 | 1.8 |
| 54B | BRU-CXX-SNELTRAM | 2.8 | 2.8 |
| 54G | BRU-CXX-HEUVELRUG | 3.7 | 3.4 |
| 54H | BRU-CXX-ZUID | 4.3 | 4.1 |
| 54L | BRU-CXX-WIJK BIJ DUURSTEDEN | 5.8 | 5.5 |
| 54M | BRU-CXX-SPITSLIJNEN | 9.1 | 8.5 |
| 551 | SRE-HERM-EINDHOVEN | 3.0 | 3.6 |
| 552 | SRE-HERM-HELMOND | 23.4 | 24.0 |
| 55A | SRE-HERM-PEEL-STR | 5.4 | 5.1 |
| 55K | SRE-HERM-KEMPEN | 4.2 | 3.7 |
| 562 | SAN-CXX-NRD-TROLLEY | 4.0 | 4.5 |
| 563 | SAN-NOV-ZUID-NIJMEG | 3.6 | 3.7 |
| 569 | SAN-NOV-ZUID-INT | 56.0 | 39.3 |
| 56B | SAN-HERM-ZUID | 4.2 | 3.7 |
| 56H | SAN-SYNT-ARNH-ZEVEN-TRN | 9.6 | 9.5 |
| 56N | SAN-CXX-NRD-BUS | 2.7 | 2.6 |
| 57K | TWENTE-SYNT-ZHO-BUS | 7.7 | 7.2 |
| 57L | TWENTE-SYNT-ZHO-TRN | 13.3 | 15.0 |

| <i>B.e.</i> | <i>Afkorting naam basiselement</i> | <i>Relat. prec. opbr.</i> | <i>Relat. prec. kms</i> |
|-------------|------------------------------------|-------------------------------|-----------------------------|
| 57N | TWENTE-CXX | 2.0 | 2.0 |
| 610 | NSR-ADAM | 8.4 | 9.3 |
| 620 | NSR-RDAM | 5.5 | 5.3 |
| 630 | NSR-UT | 29.4 | 32.2 |
| 640 | NSR-DEN HAAG | 11.5 | 12.6 |
| 670 | NSR-MAASTRICHT | 68.8 | 115.6 |
| 71L | GR-CXX-LIJN 315 | 33.5 | 26.5 |
| 71M | GR-ARR-STR | 1.8 | 1.8 |
| 71N | GR-ARR OV TRN | 2.8 | 3.0 |
| 71P | GR-ARR-FRIESE GRENSL | 14.4 | 14.3 |
| 71Z | GR-ARR OV TRN-INT | 75.1 | 65.7 |
| 722 | FR-CXX-LEEWARDEN | 11.9 | 13.8 |
| 72J | FR-QBZ-ZUIDOOST | 3.0 | 3.0 |
| 72K | FR-CXX-NRD-ZDW | 2.0 | 1.8 |
| 72L | FR-CXX-LIJN 315 | 24.8 | 20.6 |
| 72Q | FR-ARR-TERSCHELLING | 102.8 | 95.6 |
| 72R | FR-ARR-AMELAND | 51.0 | 45.5 |
| 72S | FR-ARR-SCHIERMONNIKOOG | 65.5 | 61.6 |
| 72W | FR-TCR-VLIELAND | 17.4 | 12.7 |
| 73H | DR-CXX-Z-O-DRENTHE | 5.6 | 5.9 |
| 73J | DR-CXX-NOOD | 11.9 | 15.2 |
| 73S | DR-ARR-GR-GR-DR | 2.7 | 2.6 |
| 73T | DR-ARR-NRD-DR | 7.3 | 7.4 |
| 74A | OV-CXX-IJSSELMOND | 3.1 | 3.1 |
| 74F | OV-CXX-SALLAND | 3.7 | 3.3 |
| 74J | OV-CXX-NOOD | 3.8 | 3.6 |
| 74K | OV-NSR-ZWOLLE-KAMPEN | 15.1 | 16.4 |
| 755 | GE-VL VELUWE-APELD | 9.4 | 10.3 |
| 75H | GE-SYNT-ACHTERH-TRN | 6.0 | 5.8 |
| 75J | GE-SYNT-ACHTERH-BUS | 4.3 | 4.4 |

| <i>B.e.</i> | <i>Afkorting naam basiselement</i> | <i>Relat. prec. opbr.</i> | <i>Relat. prec. kms</i> |
|-------------|------------------------------------|-------------------------------|-----------------------------|
| 75K | GE-SYNT-ZHO-BUS | 7.3 | 8.1 |
| 75L | GE-SYNT-ZHO-TRN | 40.0 | 41.1 |
| 75M | GE-ARR-RIVIERENLAND | 6.8 | 6.6 |
| 75N | GE-VL VELUWE-STR | 2.2 | 1.9 |
| 75P | GE-NSR-APELD-ZUTPH | 15.4 | 15.0 |
| 76N | FL-CXX-ALMERE-STR | 5.6 | 4.5 |
| 76Q | FL-CXX-IJSSELMOND | 3.4 | 3.3 |
| 76R | FL-CXX-LIJN 315 | 36.0 | 41.1 |
| 77F | UT-CXX-ZUIDWEST | 4.7 | 4.4 |
| 77K | UT-CXX-NOORDWEST | 4.4 | 3.9 |
| 77L | UT-CXX-OOST | 3.1 | 2.8 |
| 78B | NH-CXX-GOOI- EN VECHTSTR | 3.8 | 3.3 |
| 78G | NH-NACO | 219.4 | 148.1 |
| 78N | NH-CXX-HAARLEM-IJMOND | 2.9 | 3.0 |
| 78Q | NH-CXX-NH-NRD | 2.9 | 2.6 |
| 794 | ZH-ARR-DORDR | 5.6 | 6.5 |
| 79G | ZH-ARR-GOER. OVERFL. | 4.7 | 3.9 |
| 79J | ZH-WATERBUS | 22.8 | 30.9 |
| 79M | ZH-ARR-H. WAARD | 3.2 | 2.8 |
| 79N | ZH-CXX-DUIN/BOLLENSTR | 2.8 | 2.7 |
| 79P | ZH-CXX-RIJNSTR | 3.9 | 3.6 |
| 79Q | ZH-CXX-MIDDEN-HOLL/KRIMP | 3.7 | 3.4 |
| 79V | ZH-ARR-DAV | 3.0 | 2.7 |
| 80J | NB-VL-WEST-VERBIND | 3.9 | 3.7 |
| 80K | NB-VL-MIDD-VERBIND | 6.8 | 6.7 |
| 80N | NB-VL-WEST-ONTSLUI | 4.4 | 4.2 |
| 80P | NB-VL-MIDD-ONTSLUI | 8.4 | 8.6 |
| 80S | NB-VL-WEST-BRTBUS | 135.6 | 79.7 |
| 80W | NB-VL-INTERLINER | 31.8 | 12.5 |
| 81E | ZE-VL-FAST FERRIES | 101.5 | 90.8 |

| <i>B.e.</i> | <i>Afkorting naam basiselement</i> | <i>Relat. prec. opbr.</i> | <i>Relat. prec. kms</i> |
|-------------|------------------------------------|-------------------------------|-----------------------------|
| 81F | ZE-VL-ZEEUWSCH-VL | 4.3 | 4.2 |
| 81P | ZE-CXX-WALCHEREN | 6.0 | 6.7 |
| 81Q | ZE-CXX-BEVELANDEN | 4.1 | 3.5 |
| 81R | ZE-CXX-SCHOUWEN-DUIVEL | 4.2 | 3.7 |
| 81S | ZE-CXX-THOLEN | 7.0 | 7.6 |
| 81Y | ZE-VL-INT | 93.5 | 133.0 |
| 821 | NB-VL-WEST-BERGEN OP ZOOM | 13.1 | 14.6 |
| 828 | NB-ARR-NO-OSS | 29.9 | 29.7 |
| 829 | NB-ARR-MEIERIJ-DEN BOSCH | 6.1 | 6.0 |
| 82L | NB-ARR-MEIERIJ-VERBIND | 9.5 | 9.5 |
| 82M | NB-ARR-NO-VERBIND | 7.0 | 7.1 |
| 82Q | NB-ARR-MEIERIJ-ONTSLUIT | 11.6 | 11.6 |
| 82R | NB-ARR-NO-ONTSLUIT | 10.8 | 10.1 |
| 83F | LI-VL-NRD/MIDD-LI-BUS | 2.5 | 2.3 |
| 83G | LI-VL-ZD-LI-BUS | 1.3 | 1.3 |
| 83H | LI-VL-ZD-LI-TREIN | 9.7 | 8.6 |
| 900 | SRA-GVB-KG15SOV | 7.3 | 8.2 |
| 911 | SRR-RET-BUS-KG15SOV | 19.5 | 23.8 |
| 912 | SRR-RET-RAIL-KG15SOV | 7.5 | 8.9 |
| 921 | HAAGL-RET-KG15SOV | 59.3 | 62.7 |
| 922 | HAAGL-HTM-BUS-KG15SOV | 30.7 | 30.4 |
| 923 | HAAGL-HTM-RAIL-KG15SOV | 10.5 | 10.9 |
| 930 | SAN-NOV-KG15SOV | 16.5 | 17.5 |
| 940 | BRU-GVU-KG15SOV | 10.5 | 12.5 |
| 950 | NSR-KG15SOV | 32.9 | 32.4 |
| 971 | LI-VL-ZD-LI-KG15SOV | 31.8 | 35.0 |
| 991 | ZH-ARR-DORDR-KG15SOV | 71.6 | 78.8 |
| SOV | SOV | 3.4 | 3.3 |

BIJLAGE 4 Tabellen opbrengsten en kilometers

4.1 De opzet

In de tabellen in de paragrafen 4.2 en 4.3 zijn de ontwikkelingen van de opbrengsten en de kilometers per overheid / concessies, kaartgroep resp. basiselement en per vervoerbedrijf / concessies, kaartgroep resp. basiselement tussen enerzijds de periode 1e kwartaal t/m. 5e kwartaal 2007 en anderzijds de periode 1e kwartaal t/m. 5e kwartaal 2008 zichtbaar gemaakt. Deze resultaten zijn berekend door de gegevens uit de verkoopopgaven, zoals die zijn aangeleverd door VBN, te combineren met de in dit onderzoek berekende verdeelsleutels en productiefactoren.

In de tabellen wordt onderscheid gemaakt tussen een aantal effecten. Verder wordt aangegeven hoe groot de ontwikkelingen zijn indien rekening wordt gehouden met de gemiddelde prijsstijging.

De cijfers hebben betrekking op de kaartgroepen 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 15 en 26. In de tabellen per basiselement zijn echter de cijfers m.b.t. de kaartgroepen 6 en 9 niet opgenomen. De cijfers m.b.t. kaartgroep 22 zijn in tegenstelling tot vorige jaren niet in de tabellen opgenomen.

In par. 4.2 worden de overzichten m.b.t. de opbrengsten weergegeven, in paragraaf 4.3 die m.b.t. de kilometers.

4.2 De resultaten m.b.t. de opbrengsten

De resultaten worden weergegeven in de navolgende tabellen:

| | |
|-----------|--|
| Tabel 4.1 | Opbrengsten per overheid / concessie; |
| Tabel 4.2 | Opbrengsten per vervoerbedrijf / concessie; |
| Tabel 4.3 | Opbrengsten per overheid / kaartgroep; |
| Tabel 4.4 | Opbrengsten per vervoerbedrijf / kaartgroep; |
| Tabel 4.5 | Opbrengsten per kaartgroep; |
| Tabel 4.6 | Opbrengsten per overheid / basiselement; |
| Tabel 4.7 | Opbrengsten per vervoerbedrijf / basiselement; |

De tabellen 4.1 t/m 4.5 hebben betrekking op de kaartgroepen 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 15, 26 en C (Correcties);

In de tabellen 4.6 en 4.7 zijn de cijfers m.b.t. de kaartgroepen 6 en 9 niet opgenomen.

Opmerkingen

De cijfers voor 2007 stemmen niet overeen met de bij dat onderzoek gepresenteerde resultaten, maar is voor een aantal verstoringen gecorrigeerd.

Ze bevatten de volgende mutaties:

- verkopen en sleutels zijn gecorrigeerd voor de ingroei van de RandstadRail;
- sleutels zijn gecorrigeerd voor het ING-contract.

De kaartgroepen 1, 2, 3, 4, 5, 7, 8, 12, 15 en 26 voor 2008 zijn inclusief de fictieve verkopen horende bij het gratis OV en de stakingen.

In de overzichten zijn de volgende correcties opgenomen:

- correctie voor kaartgroep 9 opgaven Goedkoop OV in Noord-Brabant;
 - correctie voor kaartgroep 9 opgaven Meerrittenkaart Amstelland Meerlanden.
- Deze correcties hebben alleen betrekking op de kolommen C en E, waarin de verkopen van 2008 verdeeld worden met de verdeelsleutels volgens het onderzoek van november 2007.

TOELICHTING BIJ DE KOLOMMEN

Verklaring van de kolommen welke de indeling bepalen

| | |
|------------------|--|
| Overheid | Stadsregio, provincie, SOV, NSR |
| Bedrijf | Naam van het vervoerbedrijf |
| Concessie | Code concessie |
| Concessienaam | Naam concessie |
| Basiselement | Code basiselement |
| Afknaam | Afkorting naam basiselement |
| Soort kaartgroep | WROOV-kaartgroepen c.q. niet-WROOV kaartgroepen |
| Kaartgroep | Code van de kaartgroep <i>WROOV-kaartgroepen</i> 1 – Strippenkaarten voorverkoop, vol tarief 2 – Week- en maandabbonnementen 2 sterren of minder 3 – Week- en maandabbonnementen 3 sterren of meer 4 – Jaarabbonnementen 2 sterren of minder 5 – Jaarabbonnementen 3 sterren of meer 7 – OV-jaarkaarten 8 – Stad-/streek-kaarten 12 – Zomertoer / Tourtime + 15 – Strippenkaarten voorverkoop, reductietarief 26 – Zomerzwerfkaart C – Correcties <i>niet-WROOV-kaartgroepen</i> 6 - Wagenverkoop 9 – Overige opbrengsten |

Verklaring van de kolommen met cijfers:

| | | |
|-----------------------|--|---|
| 1 ^e kolom | KOLOM A, Opbrengsten 2007 (5 kwartalen), in prijzen van 2007, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 2 ^e kolom | KOLOM B, Opbrengsten 2007 (5 kwartalen), in prijzen van 2008, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 3 ^e kolom | KOLOM C, Opbrengsten 2008 (5 kwartalen), in prijzen van 2008, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 4 ^e kolom | KOLOM D, Effect van de overdracht van lijnen van 2007 van de indeling van het L-boek naar de indeling van het M-boek | |
| 5 ^e kolom | KOLOM E, Opbrengsten 2008 (5 kwartalen), in prijzen van 2008, lijnen 2007, indeling conform M-boek, sleutels (november) 2007 | |
| 6 ^e kolom | KOLOM F, Opbrengsten 2008 (5 kwartalen), in prijzen van 2008, lijnen 2008, indeling conform M-boek, sleutels (november) 2008 | |
| 7 ^e kolom | Prijseffect | $2^{\text{e}} \text{ kolom} / 1^{\text{e}} \text{ kolom} * 100$ |
| 8 ^e kolom | Verkoopeffect | $3^{\text{e}} \text{ kolom} / 2^{\text{e}} \text{ kolom} * 100$ |
| 9 ^e kolom | Indelingseffect | $5^{\text{e}} \text{ kolom} / 3^{\text{e}} \text{ kolom} * 100$ |
| 10 ^e kolom | Sleuteleffect | $6^{\text{e}} \text{ kolom} / 5^{\text{e}} \text{ kolom} * 100$ |
| 11 ^e kolom | Totaal effect | $6^{\text{e}} \text{ kolom} / 1^{\text{e}} \text{ kolom} * 100$ |

Extra toelichting m.b.t. de lay-out van de tabelkoppen

- In iedere kolom verandert steeds één element, behalve in kolom F; in deze kolom veranderen twee elementen. De verandering wordt aangegeven door middel van een afkorting van het jaartal, dus "'08" in plaats van "2008";
- kolom D kan worden gezien als het verschil tussen de kolommen E en C, vandaar de tekst "E-C".

Extra toelichting m.b.t. kolom B

- Voor kaartgroep 6 is geen sprake van een tariefstijging van 2007 => 2008 (+ 0%);
- voor kaartgroep 9 is geen sprake van een tariefstijging van 2007 => 2008 (+ 0%).

Extra toelichting m.b.t. de concessie-indeling

De samenstelling van de concessies per basiselement zoals deze is opgenomen in het M-Boek wordt gehanteerd bij het maken van de vergelijkende tabellen.

Tabel 4.1 Vergelijking opbrengsten per overheid per concessie, * 1000 euro

| overheid | concessie | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|--------|--------|--------|--------|--------|--------|--------|--------------|----------------|---------------|----------------|---------------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| BRU | 5401 STADSVVERVOER UTRECHT | | 19.769 | 20.185 | 20.862 | 35 | 20.897 | 21.302 | 102.1% | 103.4% | 100.2% | 101.9% | 107.8% | |
| | 5402 BRU REGIOVERVOER BUS | | 11.149 | 11.398 | 10.949 | -1.388 | 9.561 | 10.217 | 102.2% | 96.1% | 87.3% | 106.9% | 91.6% | |
| | 5411 BRU SPITSLIJNEN | | 0 | 0 | 0 | 519 | 519 | 665 | . | . | . | 127.9% | . | |
| | 5421 BRU SNELTRAM | | 6.723 | 6.880 | 6.702 | 0 | 6.702 | 6.610 | 102.3% | 97.4% | 100.0% | 98.6% | 98.3% | |
| Totaal overheid | | | 37.641 | 38.464 | 38.513 | -834 | 37.679 | 38.793 | 102.2% | 100.1% | 97.8% | 103.0% | 103.1% | |
| DRENTHE | 7301 DRENTHE GGD | | 5.284 | 5.386 | 5.367 | -163 | 5.204 | 5.449 | 101.9% | 99.6% | 97.0% | 104.7% | 103.1% | |
| | 7302 DRENTHE ZUIDOOST | | 1.043 | 1.061 | 900 | 0 | 900 | 860 | 101.7% | 84.8% | 100.0% | 95.6% | 82.4% | |
| | 7303 ZW-DRENTHE | | 456 | 466 | 505 | 0 | 505 | 607 | 102.1% | 108.6% | 100.0% | 120.2% | 133.2% | |
| Totaal overheid | | | 6.784 | 6.913 | 6.773 | -163 | 6.609 | 6.916 | 101.9% | 98.0% | 97.6% | 104.6% | 102.0% | |
| FLEVOLAND | 7601 STADSVVERVOER LELYSTAD | | 1.265 | 1.283 | 1.167 | 0 | 1.167 | 1.119 | 101.4% | 91.0% | 100.0% | 95.9% | 88.5% | |
| | 7602 STADSVVERVOER ALMERE | | 9.608 | 9.765 | 9.221 | 0 | 9.221 | 9.429 | 101.6% | 94.4% | 100.0% | 102.3% | 98.1% | |
| | 7603 STREEKVERVOER ALMERE | | 2.411 | 2.480 | 2.421 | 0 | 2.421 | 2.223 | 102.9% | 97.6% | 100.0% | 91.8% | 92.2% | |
| | 7604 FLEVOLAND IJSSELMOND | | 4.442 | 4.541 | 4.195 | 0 | 4.195 | 4.104 | 102.2% | 92.4% | 100.0% | 97.8% | 92.4% | |
| | 7611 FLEVOLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 564 | 568 | 519 | 0 | 519 | 556 | 100.6% | 91.4% | 100.0% | 107.0% | 98.4% | |
| Totaal overheid | | | 18.290 | 18.636 | 17.524 | 0 | 17.524 | 17.431 | 101.9% | 94.0% | 100.0% | 99.5% | 95.3% | |
| FRIESLAND | 7201 STADSVVERVOER LEEUWARDEN | | 747 | 755 | 827 | 0 | 827 | 846 | 101.1% | 109.5% | 100.0% | 102.3% | 113.3% | |
| | 7202 NOORD- EN ZUIDWEST FRIESLAND | | 7.062 | 7.201 | 8.096 | 128 | 8.223 | 8.444 | 102.0% | 112.4% | 101.6% | 102.7% | 119.6% | |
| | 7203 FRYSLAN ZUIDOOST | | 4.207 | 4.292 | 4.098 | 163 | 4.262 | 4.314 | 102.0% | 95.5% | 104.0% | 101.2% | 102.5% | |
| | 7204 VLIELAND | | 29 | 29 | 28 | 0 | 28 | 52 | 100.5% | 98.7% | 100.0% | 181.9% | 180.5% | |
| | 7205 TERSCHELLING | | 351 | 351 | 371 | 0 | 371 | 351 | 100.1% | 105.6% | 100.0% | 94.6% | 100.0% | |
| | 7206 AMELAND | | 354 | 354 | 329 | 0 | 329 | 341 | 100.1% | 92.8% | 100.0% | 103.7% | 96.4% | |
| | 7207 SCHIERMONNIKOOG | | 323 | 323 | 337 | 0 | 337 | 316 | 100.2% | 104.2% | 100.0% | 93.8% | 98.0% | |
| | 7211 FRIESLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 623 | 625 | 587 | 0 | 587 | 602 | 100.3% | 93.9% | 100.0% | 102.6% | 96.7% | |
| Totaal overheid | | | 13.695 | 13.930 | 14.673 | 291 | 14.964 | 15.266 | 101.7% | 105.3% | 102.0% | 102.0% | 111.5% | |
| GELDERLAND | 7501 VELUWE | | 11.040 | 11.246 | 10.607 | 0 | 10.607 | 10.466 | 101.9% | 94.3% | 100.0% | 98.7% | 94.8% | |
| | 7502 RIVIERENLAND | | 1.538 | 1.564 | 1.772 | 0 | 1.772 | 1.752 | 101.7% | 113.3% | 100.0% | 98.9% | 113.9% | |
| | 7503 ACHTERHOEK | | 2.814 | 2.859 | 3.302 | 0 | 3.302 | 3.296 | 101.6% | 115.5% | 100.0% | 99.8% | 117.1% | |
| | 7504 GELDERLAND ZUTPHEN / HENGELO / OLDENZ. | | 674 | 687 | 683 | 0 | 683 | 737 | 101.9% | 99.4% | 100.0% | 108.0% | 109.3% | |
| | 7561 GELDERLAND SPOOR APELDOORN-ZUTPHEN | | 175 | 182 | 188 | 0 | 188 | 186 | 103.9% | 103.5% | 100.0% | 99.2% | 106.6% | |
| | 7563 GELDERLAND TREINDIENSTEN ACHTERHOEK | | 1.333 | 1.373 | 1.095 | 0 | 1.095 | 1.063 | 102.9% | 79.7% | 100.0% | 97.1% | 79.7% | |
| | 7564 GELDERLAND TREINDIENST ZUTPHEN-OLDENZ. | | 40 | 41 | 42 | 0 | 42 | 50 | 103.1% | 101.2% | 100.0% | 120.6% | 125.9% | |
| | 7565 GELDERLAND TREINDIENST VALLEILIJN | | 69 | 69 | 57 | 0 | 57 | 57 | 100.0% | 82.9% | 100.0% | 100.0% | 82.9% | |
| Totaal overheid | | | 17.683 | 18.021 | 17.744 | 0 | 17.744 | 17.607 | 101.9% | 98.5% | 100.0% | 99.2% | 99.6% | |
| GRONINGEN | 7101 GRONINGEN GGD | | 15.619 | 15.894 | 15.513 | 0 | 15.513 | 15.300 | 101.8% | 97.6% | 100.0% | 98.6% | 98.0% | |
| | 7111 GRONINGEN HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 304 | 305 | 271 | 0 | 271 | 275 | 100.4% | 88.8% | 100.0% | 101.6% | 90.6% | |
| | 7161 GRONINGEN NOORDELIJKE TREINDIENSTEN | | 3.327 | 3.443 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% | |
| Totaal overheid | | | 19.250 | 19.643 | 19.065 | 0 | 19.065 | 19.339 | 102.0% | 97.1% | 100.0% | 101.4% | 100.5% | |
| HAAGLANDEN | ??? HTM-SOV (nog verdelen) | | 459 | 469 | 453 | -453 | 0 | 0 | 102.2% | 96.4% | .0% | . | .0% | |
| | 5201 HTM-BUS | | 12.799 | 13.106 | 13.118 | -103 | 13.016 | 12.433 | 102.4% | 100.1% | 99.2% | 95.5% | 97.1% | |
| | 5202 DELFT/ ZOETERMEER | | 1.729 | 1.753 | 1.417 | 0 | 1.417 | 1.505 | 101.4% | 80.8% | 100.0% | 106.2% | 87.0% | |
| | 5203 HAAGLANDEN STREEKBUS | | 9.448 | 9.682 | 9.217 | 173 | 9.390 | 8.856 | 102.5% | 95.2% | 101.9% | 94.3% | 93.7% | |
| | 5221 HTM-RAIL | | 60.593 | 61.983 | 60.917 | 381 | 61.298 | 61.099 | 102.3% | 98.3% | 100.6% | 99.7% | 100.8% | |
| | 5241 RET-RANDSTADRAIL REGIO DEN HAAG | | 1.452 | 1.493 | 1.863 | 0 | 1.863 | 2.750 | 102.8% | 124.8% | 100.0% | 147.6% | 189.4% | |
| Totaal overheid | | | 86.480 | 88.487 | 86.984 | -2 | 86.983 | 86.642 | 102.3% | 98.3% | 100.0% | 99.6% | 100.2% | |

Tabel 4.1 Vergelijking opbrengsten per overheid per concessie, * 1000 euro

| overheid | concessie | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|--|--------------------|---------|---------|---------|--------|---------|---------|--------------|----------------|---------------|----------------|---------------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | '08 | | |
| | | | A | B | C | D | E | F | | | | | |
| LIMBURG | 8301 NOORD- EN MIDDEN-LIMBURG-BUS | | 4.293 | 4.381 | 5.702 | -103 | 5.598 | 5.533 | 102.0% | 130.1% | 98.2% | 98.8% | 128.9% |
| | 8302 ZUID-LIMBURG | | 15.099 | 15.298 | 17.021 | 103 | 17.125 | 17.192 | 101.3% | 111.3% | 100.6% | 100.4% | 113.9% |
| Totaal overheid | | | 19.392 | 19.679 | 22.723 | 0 | 22.723 | 22.724 | 101.5% | 115.5% | 100.0% | 100.0% | 117.2% |
| NOORD-BRABANT | 8201 WEST-BRABANT | | 13.519 | 13.711 | 11.496 | 0 | 11.496 | 11.203 | 101.4% | 83.8% | 100.0% | 97.5% | 82.9% |
| | 8202 MIDDEN-BRABANT | | 3.839 | 3.930 | 5.460 | 32 | 5.492 | 5.493 | 102.4% | 138.9% | 100.6% | 100.0% | 143.1% |
| | 8203 DE MEIERIJ | | 4.422 | 4.476 | 4.684 | 98 | 4.782 | 4.758 | 101.2% | 104.6% | 102.1% | 99.5% | 107.6% |
| | 8204 OOST-BRABANT | | 1.036 | 1.067 | 865 | 34 | 899 | 1.089 | 103.0% | 81.1% | 103.9% | 121.1% | 105.2% |
| | 8211 BREDA-OOSTERHOUT-UTRECHT | | 50 | 52 | 646 | 0 | 646 | 631 | 104.1% | 1237.7% | 100.0% | 97.6% | 1258.2% |
| Totaal overheid | | | 22.865 | 23.236 | 23.151 | 164 | 23.315 | 23.174 | 101.6% | 99.6% | 100.7% | 99.4% | 101.4% |
| NOORD-HOLLAND | 7801 HAARLEM / IJMOND | | 9.435 | 9.625 | 9.146 | 254 | 9.399 | 9.108 | 102.0% | 95.0% | 102.8% | 96.9% | 96.5% |
| | 7802 GOOI- EN VECHTSTREEK | | 4.311 | 4.399 | 4.362 | 0 | 4.362 | 4.415 | 102.1% | 99.2% | 100.0% | 101.2% | 102.4% |
| | 7803 NOORD-HOLLAND NOORD | | 10.631 | 10.777 | 10.115 | -512 | 9.603 | 9.404 | 101.4% | 93.9% | 94.9% | 97.9% | 88.5% |
| | 7811 HAARLEM ZUIDTANGENT | | 1.703 | 1.740 | 1.664 | 0 | 1.664 | 1.627 | 102.2% | 95.6% | 100.0% | 97.8% | 95.6% |
| | 7881 CONCESSIE NACO | | 944 | 944 | 885 | 0 | 885 | 883 | 100.0% | 93.7% | 100.0% | 99.8% | 93.6% |
| Totaal overheid | | | 27.024 | 27.486 | 26.173 | -258 | 25.915 | 25.437 | 101.7% | 95.2% | 99.0% | 98.2% | 94.1% |
| NSR | 6061 NS KERNNET | | 4.379 | 4.487 | 4.263 | 0 | 4.263 | 4.339 | 102.5% | 95.0% | 100.0% | 101.8% | 99.1% |
| Totaal overheid | | | 4.379 | 4.487 | 4.263 | 0 | 4.263 | 4.339 | 102.5% | 95.0% | 100.0% | 101.8% | 99.1% |
| OVERIJSSSEL | 7401 ZWOLLE | | 2.129 | 2.163 | 2.086 | 0 | 2.086 | 2.102 | 101.6% | 96.4% | 100.0% | 100.8% | 98.7% |
| | 7403 NO-OVERIJSSSEL | | 1.382 | 1.423 | 1.376 | 0 | 1.376 | 1.468 | 102.9% | 96.8% | 100.0% | 106.7% | 106.2% |
| | 7404 OVERIJSSSEL IJSSSELMOND | | 2.815 | 2.884 | 2.705 | 0 | 2.705 | 2.635 | 102.4% | 93.8% | 100.0% | 97.4% | 93.6% |
| | 7405 SALLAND | | 1.728 | 1.764 | 1.747 | 0 | 1.747 | 1.726 | 102.1% | 99.0% | 100.0% | 98.8% | 99.9% |
| | 7462 TREINDIENST ZWOLLE-KAMPEN | | 125 | 130 | 122 | 0 | 122 | 134 | 104.2% | 93.7% | 100.0% | 109.5% | 106.8% |
| Totaal overheid | | | 8.179 | 8.364 | 8.036 | 0 | 8.036 | 8.065 | 102.3% | 96.1% | 100.0% | 100.4% | 98.6% |
| SAN | 5601 STADSREGIO ARNHEM NIJMEGEN NOORD | | 13.622 | 13.857 | 12.930 | 0 | 12.930 | 12.956 | 101.7% | 93.3% | 100.0% | 100.2% | 95.1% |
| | 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | | 11.282 | 11.446 | 11.252 | 0 | 11.252 | 11.167 | 101.5% | 98.3% | 100.0% | 99.2% | 99.0% |
| | 5663 STADSREGIO ARNHEM NIJMEGEN TREINDIENSTEN ACHTERHOEK | | 667 | 690 | 648 | 0 | 648 | 648 | 103.5% | 93.8% | 100.0% | 100.1% | 97.2% |
| Totaal overheid | | | 25.571 | 25.993 | 24.830 | 0 | 24.830 | 24.771 | 101.7% | 95.5% | 100.0% | 99.8% | 96.9% |
| SOV | 9910 SOV | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| Totaal overheid | | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| SRA | 5001 STADSVERVOER AMSTERDAM | | 137.648 | 140.487 | 139.448 | -1 | 139.447 | 139.627 | 102.1% | 99.3% | 100.0% | 100.1% | 101.4% |
| | 5002 AMSTELLAND MEERLANDEN | | 20.591 | 21.051 | 18.335 | 132 | 18.467 | 19.622 | 102.2% | 87.1% | 100.7% | 106.3% | 95.3% |
| | 5003 ZAA NSTREEK | | 4.426 | 4.510 | 4.590 | 0 | 4.590 | 5.141 | 101.9% | 101.8% | 100.0% | 112.0% | 116.2% |
| | 5004 WATERLAND | | 20.077 | 20.571 | 19.641 | 0 | 19.641 | 19.635 | 102.5% | 95.5% | 100.0% | 100.0% | 97.8% |
| Totaal overheid | | | 182.742 | 186.620 | 182.014 | 131 | 182.144 | 184.026 | 102.1% | 97.5% | 100.1% | 101.0% | 100.7% |
| SRE | 5501 STADSREGIO EINDHOVEN | | 12.341 | 12.537 | 13.522 | -164 | 13.358 | 13.025 | 101.6% | 107.9% | 98.8% | 97.5% | 105.5% |
| Totaal overheid | | | 12.341 | 12.537 | 13.522 | -164 | 13.358 | 13.025 | 101.6% | 107.9% | 98.8% | 97.5% | 105.5% |
| SRR | ??? RET-SOV (nog verdelen) | | 785 | 802 | 691 | -691 | 0 | 0 | 102.2% | 86.2% | .0% | . | .0% |
| | 5101 BUS ROTTERDAM | | 12.673 | 12.913 | 13.881 | 108 | 13.989 | 13.710 | 101.9% | 107.5% | 100.8% | 98.0% | 108.2% |
| | 5102 REGIO RIJNMOND STREEKVERVOER BUS | | 0 | 0 | 0 | 5.811 | 5.811 | 5.660 | . | . | . | 97.4% | . |
| | 5103 VOORNE-PUTTEN | | 4.683 | 4.793 | 4.285 | 0 | 4.285 | 3.997 | 102.3% | 89.4% | 100.0% | 93.3% | 85.3% |
| | 5111 PARK SHUTTLE | | 6.243 | 6.390 | 5.904 | -5.852 | 52 | 16 | 102.3% | 92.4% | .9% | 30.3% | .3% |
| | 5121 RAIL ROTTERDAM | | 78.372 | 80.055 | 81.560 | 624 | 82.184 | 81.812 | 102.1% | 101.9% | 100.8% | 99.5% | 104.4% |
| Totaal overheid | | | 102.756 | 104.953 | 106.322 | -1 | 106.321 | 105.195 | 102.1% | 101.3% | 100.0% | 98.9% | 102.4% |

Tabel 4.1 Vergelijking opbrengsten per overheid per concessie, * 1000 euro

| overheid | concessie | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|---------|---------|---------|------|---------|---------|--------|--------------|----------------|---------------|----------------|---------------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| TWENTE | 5701 TWENTE | | 6.494 | 6.591 | 6.348 | 0 | 6.348 | 6.285 | 101.5% | 96.3% | 100.0% | 99.0% | 96.8% | |
| | 5704 TWENTE ZUTPHEN / HENGELO / OLDENZAAL | | 541 | 552 | 526 | 0 | 526 | 531 | 102.2% | 95.3% | 100.0% | 100.9% | 98.2% | |
| | 5764 TWENTE TREINDIENST ZUTPHEN-OLDENZAAL | | 203 | 211 | 202 | 0 | 202 | 197 | 103.5% | 96.1% | 100.0% | 97.3% | 96.8% | |
| Totaal overheid | | | 7.238 | 7.354 | 7.077 | 0 | 7.077 | 7.013 | 101.6% | 96.2% | 100.0% | 99.1% | 96.9% | |
| UTRECHT | 7701 PROVINCIE UTRECHT | | 13.337 | 13.635 | 13.200 | 835 | 14.035 | 13.617 | 102.2% | 96.8% | 106.3% | 97.0% | 102.1% | |
| Totaal overheid | | | 13.337 | 13.635 | 13.200 | 835 | 14.035 | 13.617 | 102.2% | 96.8% | 106.3% | 97.0% | 102.1% | |
| ZEELAND | 8101 SCHOUWEN-DUIVELAND / THOLEN | | 2.805 | 2.876 | 2.806 | 0 | 2.806 | 2.560 | 102.5% | 97.6% | 100.0% | 91.2% | 91.3% | |
| | 8102 MIDDEN-ZEELAND | | 3.141 | 3.202 | 3.013 | 0 | 3.013 | 3.059 | 101.9% | 94.1% | 100.0% | 101.5% | 97.4% | |
| | 8103 ZEEUWS-VLAANDEREN | | 2.087 | 2.119 | 2.121 | 0 | 2.121 | 1.942 | 101.5% | 100.1% | 100.0% | 91.6% | 93.0% | |
| | 8109 ZEELAND-TCR | | 59 | 59 | 64 | 0 | 64 | 64 | 100.0% | 107.6% | 100.0% | 100.0% | 107.6% | |
| | 8181 ZEELAND FAST FERRY VLISSINGEN-BRESKENS | | 1.248 | 1.248 | 1.264 | 0 | 1.264 | 1.258 | 100.0% | 101.3% | 100.0% | 99.6% | 100.8% | |
| Totaal overheid | | | 9.341 | 9.505 | 9.267 | 0 | 9.267 | 8.883 | 101.8% | 97.5% | 100.0% | 95.9% | 95.1% | |
| ZUID-HOLLAND | 7901 DUIN-BOLLENSTREEK/LEIDEN | | 13.833 | 14.098 | 13.027 | 0 | 13.027 | 12.572 | 101.9% | 92.4% | 100.0% | 96.5% | 90.9% | |
| | 7902 MIDDEN-HOLLAND/RIJNSTREEK | | 9.968 | 10.168 | 9.394 | 0 | 9.394 | 9.016 | 102.0% | 92.4% | 100.0% | 96.0% | 90.5% | |
| | 7903 DAV-GEBIED | | 8.220 | 8.376 | 8.653 | 0 | 8.653 | 9.191 | 101.9% | 103.3% | 100.0% | 106.2% | 111.8% | |
| | 7904 HOEKSCHER WAARD/ GOEREE OVERFLAKKEE | | 7.431 | 7.617 | 7.029 | 0 | 7.029 | 6.830 | 102.5% | 92.3% | 100.0% | 97.2% | 91.9% | |
| | 7981 WATERBUS ROTTERDAM-DRECHTSTEDEN | | 2.149 | 2.151 | 2.171 | 0 | 2.171 | 2.188 | 100.1% | 100.9% | 100.0% | 100.8% | 101.8% | |
| Totaal overheid | | | 41.601 | 42.411 | 40.273 | 0 | 40.273 | 39.797 | 101.9% | 95.0% | 100.0% | 98.8% | 95.7% | |
| Totaal | | | 679.555 | 693.383 | 684.906 | 0 | 684.906 | 684.906 | 102.0% | 98.8% | 100.0% | 100.0% | 100.8% | |

Tabel 4.2 Vergelijking opbrengsten per bedrijf per concessie, * 1000 euro

| bedrijf | concessie | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|---------|---------|---------|--------|---------|---------|--------|--------------|----------------|---------------|----------------|---------------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| ARRIVA | 5004 WATERLAND | | 20.077 | 20.571 | 19.641 | 0 | 19.641 | 19.635 | 102.5% | 95.5% | 100.0% | 100.0% | 97.8% | |
| | 7101 GRONINGEN GGD | | 15.619 | 15.894 | 15.513 | 0 | 15.513 | 15.300 | 101.8% | 97.6% | 100.0% | 98.6% | 98.0% | |
| | 7203 FRYSLAN ZUIDOOST | | 4.207 | 4.292 | 4.098 | -4.098 | 0 | 0 | 102.0% | 95.5% | .0% | . | .0% | |
| | 7205 TERSCHELLING | | 351 | 351 | 371 | 0 | 371 | 351 | 100.1% | 105.6% | 100.0% | 94.6% | 100.0% | |
| | 7206 AMELAND | | 354 | 354 | 329 | 0 | 329 | 341 | 100.1% | 92.8% | 100.0% | 103.7% | 96.4% | |
| | 7207 SCHIERMONNIKOOG | | 323 | 323 | 337 | 0 | 337 | 316 | 100.2% | 104.2% | 100.0% | 93.8% | 98.0% | |
| | 7301 DRENTHE GGD | | 5.284 | 5.386 | 5.367 | -163 | 5.204 | 5.449 | 101.9% | 99.6% | 97.0% | 104.7% | 103.1% | |
| | 7502 RIVIERENLAND | | 1.538 | 1.564 | 1.772 | 0 | 1.772 | 1.752 | 101.7% | 113.3% | 100.0% | 98.9% | 113.9% | |
| | 7903 DAV-GEBIED | | 8.220 | 8.376 | 8.653 | 0 | 8.653 | 9.191 | 101.9% | 103.3% | 100.0% | 106.2% | 111.8% | |
| | 7904 HOEKSCHE WAARD/ GOEREE OVERFLAKKEE | | 7.431 | 7.617 | 7.029 | 0 | 7.029 | 6.830 | 102.5% | 92.3% | 100.0% | 97.2% | 91.9% | |
| | 8203 DE MEIERIJ | | 4.422 | 4.476 | 4.684 | 98 | 4.782 | 4.758 | 101.2% | 104.6% | 102.1% | 99.5% | 107.6% | |
| | 8204 OOST-BRABANT | | 1.036 | 1.067 | 865 | 34 | 899 | 1.089 | 103.0% | 81.1% | 103.9% | 121.1% | 105.2% | |
| Totaal bedrijf | | | 68.861 | 70.273 | 68.658 | -4.130 | 64.528 | 65.012 | 102.1% | 97.7% | 94.0% | 100.7% | 94.4% | |
| ARRIVA OV TREIN | 7161 GRONINGEN NOORDELIJKE TREINDIENSTEN | | 3.327 | 3.443 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% | |
| Totaal bedrijf | | | 3.327 | 3.443 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% | |
| CONNEXXION | 5002 AMSTELLAND MEERLANDEN | | 20.591 | 21.051 | 18.335 | 132 | 18.467 | 19.622 | 102.2% | 87.1% | 100.7% | 106.3% | 95.3% | |
| | 5003 ZAA NSTREEK | | 4.426 | 4.510 | 4.590 | 0 | 4.590 | 5.141 | 101.9% | 101.8% | 100.0% | 112.0% | 116.2% | |
| | 5103 VOORNE-PUTTEN | | 4.683 | 4.793 | 4.285 | 0 | 4.285 | 3.997 | 102.3% | 89.4% | 100.0% | 93.3% | 85.3% | |
| | 5111 PARK SHUTTLE | | 6.243 | 6.390 | 5.904 | -5.852 | 52 | 16 | 102.3% | 92.4% | .9% | 30.3% | .3% | |
| | 5202 DELFT/ ZOETERMEER | | 1.729 | 1.753 | 1.417 | 0 | 1.417 | 1.505 | 101.4% | 80.8% | 100.0% | 106.2% | 87.0% | |
| | 5203 HAAGLANDEN STREEKBUS | | 9.448 | 9.682 | 9.217 | 173 | 9.390 | 8.856 | 102.5% | 95.2% | 101.9% | 94.3% | 93.7% | |
| | 5402 BRU REGIOVERVOER BUS | | 11.149 | 11.398 | 10.949 | -1.388 | 9.561 | 10.217 | 102.2% | 96.1% | 87.3% | 106.9% | 91.6% | |
| | 5411 BRU SPITSLIJNEN | | 0 | 0 | 0 | 519 | 519 | 665 | . | . | . | 127.9% | . | |
| | 5421 BRU SNELTRAM | | 6.723 | 6.880 | 6.702 | 0 | 6.702 | 6.610 | 102.3% | 97.4% | 100.0% | 98.6% | 98.3% | |
| | 5601 STADSREGIO ARNHEM NIJMEGEN NOORD | | 13.622 | 13.857 | 12.930 | 0 | 12.930 | 12.956 | 101.7% | 93.3% | 100.0% | 100.2% | 95.1% | |
| | 5701 TWENTE | | 6.494 | 6.591 | 6.348 | 0 | 6.348 | 6.285 | 101.5% | 96.3% | 100.0% | 99.0% | 96.8% | |
| | 7111 GRONINGEN HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 304 | 305 | 271 | 0 | 271 | 275 | 100.4% | 88.8% | 100.0% | 101.6% | 90.6% | |
| | 7201 STADSVERVOER LEEUWARDEN | | 747 | 755 | 827 | 0 | 827 | 846 | 101.1% | 109.5% | 100.0% | 102.3% | 113.3% | |
| | 7202 NOORD- EN ZUIDWEST FRIESLAND | | 7.062 | 7.201 | 8.096 | 128 | 8.223 | 8.444 | 102.0% | 112.4% | 101.6% | 102.7% | 119.6% | |
| | 7211 FRIESLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 623 | 625 | 587 | 0 | 587 | 602 | 100.3% | 93.9% | 100.0% | 102.6% | 96.7% | |
| | 7302 DRENTHE ZUIDOOST | | 1.043 | 1.061 | 900 | 0 | 900 | 860 | 101.7% | 84.8% | 100.0% | 95.6% | 82.4% | |
| | 7303 ZW-DRENTHE | | 456 | 466 | 505 | 0 | 505 | 607 | 102.1% | 108.6% | 100.0% | 120.2% | 133.2% | |
| | 7401 ZWOLLE | | 2.129 | 2.163 | 2.086 | 0 | 2.086 | 2.102 | 101.6% | 96.4% | 100.0% | 100.8% | 98.7% | |
| | 7403 NO-OVERIJSSSEL | | 1.382 | 1.423 | 1.376 | 0 | 1.376 | 1.468 | 102.9% | 96.8% | 100.0% | 106.7% | 106.2% | |
| | 7404 OVERIJSSSEL IJSSSELMOND | | 2.815 | 2.884 | 2.705 | 0 | 2.705 | 2.635 | 102.4% | 93.8% | 100.0% | 97.4% | 93.6% | |
| | 7405 SALLAND | | 1.728 | 1.764 | 1.747 | 0 | 1.747 | 1.726 | 102.1% | 99.0% | 100.0% | 98.8% | 99.9% | |
| | 7565 GELDERLAND TREINDIENST VALLEILIJN | | 69 | 69 | 57 | 0 | 57 | 57 | 100.0% | 82.9% | 100.0% | 100.0% | 82.9% | |
| | 7601 STADSVERVOER LELYSTAD | | 1.265 | 1.283 | 1.167 | 0 | 1.167 | 1.119 | 101.4% | 91.0% | 100.0% | 95.9% | 88.5% | |
| | 7602 STADSVERVOER ALMERE | | 9.608 | 9.765 | 9.221 | 0 | 9.221 | 9.429 | 101.6% | 94.4% | 100.0% | 102.3% | 98.1% | |
| | 7603 STREEKVERVOER ALMERE | | 2.411 | 2.480 | 2.421 | 0 | 2.421 | 2.223 | 102.9% | 97.6% | 100.0% | 91.8% | 92.2% | |
| | 7604 FLEVOLAND IJSSSELMOND | | 4.442 | 4.541 | 4.195 | 0 | 4.195 | 4.104 | 102.2% | 92.4% | 100.0% | 97.8% | 92.4% | |
| | 7611 FLEVOLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 564 | 568 | 519 | 0 | 519 | 556 | 100.6% | 91.4% | 100.0% | 107.0% | 98.4% | |
| | 7701 PROVINCIE UTRECHT | | 7.396 | 7.543 | 7.386 | 6.649 | 14.035 | 13.617 | 102.0% | 97.9% | 190.0% | 97.0% | 184.1% | |
| | 7801 HAARLEM / IJMOND | | 9.435 | 9.625 | 9.146 | 254 | 9.399 | 9.108 | 102.0% | 95.0% | 102.8% | 96.9% | 96.5% | |
| | 7802 GOOI- EN VECHTSTREEK | | 4.311 | 4.399 | 4.362 | 0 | 4.362 | 4.415 | 102.1% | 99.2% | 100.0% | 101.2% | 102.4% | |
| | 7803 NOORD-HOLLAND NOORD | | 10.630 | 10.776 | 10.115 | -512 | 9.603 | 9.404 | 101.4% | 93.9% | 94.9% | 97.9% | 88.5% | |
| | 7811 HAARLEM ZUIDTANGENT | | 1.703 | 1.740 | 1.664 | 0 | 1.664 | 1.627 | 102.2% | 95.6% | 100.0% | 97.8% | 95.6% | |
| | 7901 DUIN-BOLLENSTREEK/LEIDEN | | 13.833 | 14.098 | 13.027 | 0 | 13.027 | 12.572 | 101.9% | 92.4% | 100.0% | 96.5% | 90.9% | |
| | 7902 MIDDEN-HOLLAND/RIJNSTREEK | | 9.968 | 10.168 | 9.394 | 0 | 9.394 | 9.016 | 102.0% | 92.4% | 100.0% | 96.0% | 90.5% | |
| | 8101 SCHOUWEN-DUVELAND / THOLEN | | 2.805 | 2.876 | 2.806 | 0 | 2.806 | 2.560 | 102.5% | 97.6% | 100.0% | 91.2% | 91.3% | |
| | 8102 MIDDEN-ZEELAND | | 3.141 | 3.202 | 3.013 | 0 | 3.013 | 3.059 | 101.9% | 94.1% | 100.0% | 101.5% | 97.4% | |
| Totaal bedrijf | | | 184.980 | 188.686 | 178.273 | 103 | 178.376 | 178.302 | 102.0% | 94.5% | 100.1% | 100.0% | 96.4% | |

Tabel 4.2 Vergelijking opbrengsten per bedrijf per concessie, * 1000 euro

| bedrijf | concessie | Opbrengsten jaar | | | | | | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|------------------|--|------------------|---------|---------|--------|---------|---------|--------------|----------------|---------------|----------------|---------------|
| | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
| | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | |
| | | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | A | B | C | D | E | F | | | | | |
| GVB | 5001 STADSVVERVOER AMSTERDAM | 137.648 | 140.487 | 139.448 | -1 | 139.447 | 139.627 | 102.1% | 99.3% | 100.0% | 100.1% | 101.4% |
| Totaal bedrijf | | 137.648 | 140.487 | 139.448 | -1 | 139.447 | 139.627 | 102.1% | 99.3% | 100.0% | 100.1% | 101.4% |
| GVU | 5401 STADSVVERVOER UTRECHT | 19.769 | 20.185 | 20.862 | 35 | 20.897 | 21.302 | 102.1% | 103.4% | 100.2% | 101.9% | 107.8% |
| Totaal bedrijf | | 19.769 | 20.185 | 20.862 | 35 | 20.897 | 21.302 | 102.1% | 103.4% | 100.2% | 101.9% | 107.8% |
| HERMES | 5501 STADSREGIO EINDHOVEN | 9.488 | 9.625 | 10.254 | 3.104 | 13.358 | 13.025 | 101.4% | 106.5% | 130.3% | 97.5% | 137.3% |
| | 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | 3.885 | 3.947 | 3.793 | 0 | 3.793 | 4.140 | 101.6% | 96.1% | 100.0% | 109.2% | 106.6% |
| Totaal bedrijf | | 13.373 | 13.572 | 14.047 | 3.104 | 17.151 | 17.165 | 101.5% | 103.5% | 122.1% | 100.1% | 128.4% |
| HTM | ??? HTM-SOV (nog verdelen) | 459 | 469 | 453 | -453 | 0 | 0 | 102.2% | 96.4% | .0% | . | .0% |
| | 5201 HTM-BUS | 12.799 | 13.106 | 13.118 | -103 | 13.016 | 12.433 | 102.4% | 100.1% | 99.2% | 95.5% | 97.1% |
| | 5221 HTM-RAIL | 60.593 | 61.983 | 60.917 | 381 | 61.298 | 61.099 | 102.3% | 98.3% | 100.6% | 99.7% | 100.8% |
| Totaal bedrijf | | 73.851 | 75.559 | 74.488 | -175 | 74.313 | 73.532 | 102.3% | 98.6% | 99.8% | 98.9% | 99.6% |
| NACO | 7881 CONCESSIE NACO | 944 | 944 | 885 | 0 | 885 | 883 | 100.0% | 93.7% | 100.0% | 99.8% | 93.6% |
| Totaal bedrijf | | 944 | 944 | 885 | 0 | 885 | 883 | 100.0% | 93.7% | 100.0% | 99.8% | 93.6% |
| NOVIO | 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | 7.397 | 7.499 | 7.460 | 0 | 7.460 | 7.027 | 101.4% | 99.5% | 100.0% | 94.2% | 95.0% |
| Totaal bedrijf | | 7.397 | 7.499 | 7.460 | 0 | 7.460 | 7.027 | 101.4% | 99.5% | 100.0% | 94.2% | 95.0% |
| NSR | 6061 NS KERNNET | 4.379 | 4.487 | 4.263 | 0 | 4.263 | 4.339 | 102.5% | 95.0% | 100.0% | 101.8% | 99.1% |
| | 7462 TREINDIENST ZWOLLE-KAMPEN | 125 | 130 | 122 | 0 | 122 | 134 | 104.2% | 93.7% | 100.0% | 109.5% | 106.8% |
| | 7561 GELDERLAND SPOOR APELDOORN-ZUTPHEN | 175 | 182 | 188 | 0 | 188 | 186 | 103.9% | 103.5% | 100.0% | 99.2% | 106.6% |
| Totaal bedrijf | | 4.679 | 4.799 | 4.573 | 0 | 4.573 | 4.659 | 102.6% | 95.3% | 100.0% | 101.9% | 99.6% |
| QBUZZ | 5102 REGIO RIJNSMOND STREEKVERVOER BUS | 0 | 0 | 0 | 5.811 | 5.811 | 5.660 | . | . | . | 97.4% | . |
| | 7203 FRYSLAN ZUIDOOST | 0 | 0 | 0 | 4.262 | 4.262 | 4.314 | . | . | . | 101.2% | . |
| Totaal bedrijf | | 0 | 0 | 0 | 10.073 | 10.073 | 9.974 | . | . | . | 99.0% | . |
| RET | ??? RET-SOV (nog verdelen) | 785 | 802 | 691 | -691 | 0 | 0 | 102.2% | 86.2% | .0% | . | .0% |
| | 5101 BUS ROTTERDAM | 12.673 | 12.913 | 13.881 | 108 | 13.989 | 13.710 | 101.9% | 107.5% | 100.8% | 98.0% | 108.2% |
| | 5121 RAIL ROTTERDAM | 78.372 | 80.055 | 81.560 | 624 | 82.184 | 81.812 | 102.1% | 101.9% | 100.8% | 99.5% | 104.4% |
| | 5241 RET-RANDSTADRAIL REGIO DEN HAAG | 1.452 | 1.493 | 1.863 | 0 | 1.863 | 2.750 | 102.8% | 124.8% | 100.0% | 147.6% | 189.4% |
| Totaal bedrijf | | 93.282 | 95.263 | 97.995 | 41 | 98.036 | 98.272 | 102.1% | 102.9% | 100.0% | 100.2% | 105.3% |
| SOV | 9910 SOV | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| Totaal bedrijf | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| SSK | 7803 NOORD-HOLLAND NOORD | 1 | 1 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% |
| Totaal bedrijf | | 1 | 1 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% |
| STADSVVERVOER NL | 7701 PROVINCIE UTRECHT | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |
| Totaal bedrijf | | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |
| SYNTUS | 5663 STADSREGIO ARNHEM NIJMEGEN TREINDIENSTEN ACHTERHOEK | 667 | 690 | 648 | 0 | 648 | 648 | 103.5% | 93.8% | 100.0% | 100.1% | 97.2% |
| | 5704 TWENTE ZUTPHEN / HENGELO / OLDENZAAL | 541 | 552 | 526 | 0 | 526 | 531 | 102.2% | 95.3% | 100.0% | 100.9% | 98.2% |
| | 5764 TWENTE TREINDIENST ZUTPHEN-OLDENZAAL | 203 | 211 | 202 | 0 | 202 | 197 | 103.5% | 96.1% | 100.0% | 97.3% | 96.8% |
| | 7503 ACHTERHOEK | 2.814 | 2.859 | 3.302 | 0 | 3.302 | 3.296 | 101.6% | 115.5% | 100.0% | 99.8% | 117.1% |
| | 7504 GELDERLAND ZUTPHEN / HENGELO / OLDENZ. | 674 | 687 | 683 | 0 | 683 | 737 | 101.9% | 99.4% | 100.0% | 108.0% | 109.3% |
| | 7563 GELDERLAND TREINDIENSTEN ACHTERHOEK | 1.333 | 1.373 | 1.095 | 0 | 1.095 | 1.063 | 102.9% | 79.7% | 100.0% | 97.1% | 79.7% |
| | 7564 GELDERLAND TREINDIENST ZUTPHEN-OLDENZ. | 40 | 41 | 42 | 0 | 42 | 50 | 103.1% | 101.2% | 100.0% | 120.6% | 125.9% |
| Totaal bedrijf | | 6.272 | 6.413 | 6.497 | 0 | 6.497 | 6.522 | 102.2% | 101.3% | 100.0% | 100.4% | 104.0% |

Tabel 4.2 Vergelijking opbrengsten per bedrijf per concessie, * 1000 euro

| bedrijf | concessie | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|---|--------------------|---------|---------|---------|--------|---------|---------|--------------|----------------|---------------|----------------|---------------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| TCR | 7204 VLIELAND | | 29 | 29 | 28 | 0 | 28 | 52 | 100.5% | 98.7% | 100.0% | 181.9% | 180.5% |
| | 8109 ZEELAND-TCR | | 59 | 59 | 64 | 0 | 64 | 64 | 100.0% | 107.6% | 100.0% | 100.0% | 107.6% |
| Totaal bedrijf | | | 88 | 88 | 92 | 0 | 92 | 115 | 100.2% | 104.7% | 100.0% | 125.3% | 131.5% |
| VEOLIA | 5501 STADSREGIO EINDHOVEN | | 2.853 | 2.912 | 3.268 | -3.268 | 0 | 0 | 102.1% | 112.2% | .0% | . | .0% |
| | 7701 PROVINCIE UTRECHT | | 3.450 | 3.537 | 3.473 | -3.473 | 0 | 0 | 102.5% | 98.2% | .0% | . | .0% |
| | 8103 ZEEUWS-VLAANDEREN | | 2.087 | 2.119 | 2.121 | 0 | 2.121 | 1.942 | 101.5% | 100.1% | 100.0% | 91.6% | 93.0% |
| | 8181 ZEELAND FAST FERRY VLISSINGEN-BRESKENS | | 1.248 | 1.248 | 1.264 | 0 | 1.264 | 1.258 | 100.0% | 101.3% | 100.0% | 99.6% | 100.8% |
| | 8201 WEST-BRABANT | | 13.519 | 13.711 | 11.496 | 0 | 11.496 | 11.203 | 101.4% | 83.8% | 100.0% | 97.5% | 82.9% |
| | 8202 MIDDEN-BRABANT | | 3.839 | 3.930 | 5.460 | 32 | 5.492 | 5.493 | 102.4% | 138.9% | 100.6% | 100.0% | 143.1% |
| | 8211 BREDA-OOSTERHOUT-UTRECHT | | 50 | 52 | 646 | 0 | 646 | 631 | 104.1% | 1237.7% | 100.0% | 97.6% | 1258.2% |
| | 8301 NOORD- EN MIDDEN-LIMBURG-BUS | | 4.293 | 4.381 | 5.702 | -103 | 5.598 | 5.533 | 102.0% | 130.1% | 98.2% | 98.8% | 128.9% |
| | 8302 ZUID-LIMBURG | | 15.099 | 15.298 | 17.021 | 103 | 17.125 | 17.192 | 101.3% | 111.3% | 100.6% | 100.4% | 113.9% |
| Totaal bedrijf | | | 46.437 | 47.190 | 50.450 | -6.709 | 43.742 | 43.251 | 101.6% | 106.9% | 86.7% | 98.9% | 93.1% |
| VEOLIA VELUWE | 7501 VELUWE | | 11.040 | 11.246 | 10.607 | 0 | 10.607 | 10.466 | 101.9% | 94.3% | 100.0% | 98.7% | 94.8% |
| Totaal bedrijf | | | 11.040 | 11.246 | 10.607 | 0 | 10.607 | 10.466 | 101.9% | 94.3% | 100.0% | 98.7% | 94.8% |
| WATERBUS | 7981 WATERBUS ROTTERDAM-DRECHTSTEDEN | | 2.149 | 2.151 | 2.171 | 0 | 2.171 | 2.188 | 100.1% | 100.9% | 100.0% | 100.8% | 101.8% |
| Totaal bedrijf | | | 2.149 | 2.151 | 2.171 | 0 | 2.171 | 2.188 | 100.1% | 100.9% | 100.0% | 100.8% | 101.8% |
| Totaal | | | 679.555 | 693.383 | 684.906 | 0 | 684.906 | 684.906 | 102.0% | 98.8% | 100.0% | 100.0% | 100.8% |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|---|------------------|--------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|--------|
| | | | A | B | C | D | E | F | | | | | | |
| BRU | WROOV kaartgroepen | 1 | 17.487 | 17.745 | 17.248 | -542 | 16.706 | 17.452 | 101.5% | 97.2% | 96.9% | 104.5% | 99.8% | |
| | | 2 | 3.643 | 3.793 | 3.667 | -194 | 3.473 | 3.483 | 104.1% | 96.7% | 94.7% | 100.3% | 95.6% | |
| | | 3 | 1.364 | 1.421 | 1.253 | 23 | 1.275 | 1.287 | 104.2% | 88.2% | 101.8% | 100.9% | 94.4% | |
| | | 4 | 1.502 | 1.564 | 1.504 | -29 | 1.475 | 1.486 | 104.1% | 96.2% | 98.1% | 100.8% | 98.9% | |
| | | 5 | 777 | 809 | 790 | 173 | 963 | 1.041 | 104.2% | 97.6% | 121.9% | 108.2% | 134.0% | |
| | | 7 | 1.655 | 1.724 | 1.551 | -41 | 1.510 | 1.546 | 104.1% | 90.0% | 97.3% | 102.4% | 93.4% | |
| | | 8 | 3.340 | 3.480 | 3.706 | -134 | 3.571 | 3.740 | 104.2% | 106.5% | 96.4% | 104.7% | 112.0% | |
| | | 12 | 63 | 63 | 43 | -1 | 42 | 43 | 100.0% | 68.5% | 97.5% | 102.8% | 68.7% | |
| | | 15 | 2.539 | 2.596 | 2.440 | -88 | 2.352 | 2.431 | 102.2% | 94.0% | 96.4% | 103.4% | 95.7% | |
| | | 26 | 13 | 13 | 6 | 0 | 5 | 6 | 102.2% | 42.3% | 96.5% | 103.1% | 43.1% | |
| | | C | 0 | 0 | 28 | 1 | 29 | 0 | . | . | 103.2% | .0% | . | |
| | | Subtot. | 32.384 | 33.207 | 32.236 | -834 | 31.402 | 32.516 | 102.5% | 97.1% | 97.4% | 103.5% | 100.4% | |
| | | niet WROOV (6,9) | 6 | 3.638 | 3.638 | 3.776 | 0 | 3.776 | 3.776 | 100.0% | 103.8% | 100.0% | 100.0% | 103.8% |
| | | | 9 | 1.618 | 1.618 | 2.502 | 0 | 2.502 | 2.502 | 100.0% | 154.6% | 100.0% | 100.0% | 154.6% |
| Subtot. | 5.257 | | 5.257 | 6.278 | 0 | 6.278 | 6.278 | 100.0% | 119.4% | 100.0% | 100.0% | 119.4% | | |
| Totaal overheid | | 37.641 | 38.464 | 38.513 | -834 | 37.679 | 38.793 | 102.2% | 100.1% | 97.8% | 103.0% | 103.1% | | |
| DRENTHE | WROOV kaartgroepen | 1 | 2.001 | 2.031 | 1.875 | -69 | 1.807 | 1.932 | 101.5% | 92.3% | 96.3% | 106.9% | 96.5% | |
| | | 2 | 159 | 165 | 163 | -19 | 143 | 156 | 104.1% | 98.2% | 88.2% | 108.9% | 98.2% | |
| | | 3 | 1.282 | 1.335 | 1.289 | -22 | 1.267 | 1.351 | 104.2% | 96.6% | 98.3% | 106.6% | 105.4% | |
| | | 4 | 46 | 48 | 46 | -4 | 42 | 77 | 104.1% | 96.2% | 92.2% | 181.4% | 167.4% | |
| | | 5 | 558 | 581 | 567 | -18 | 549 | 578 | 104.2% | 97.6% | 96.8% | 105.3% | 103.6% | |
| | | 7 | 90 | 94 | 85 | -6 | 79 | 99 | 104.1% | 90.0% | 93.1% | 125.6% | 109.5% | |
| | | 8 | 122 | 127 | 134 | -22 | 112 | 95 | 104.2% | 105.8% | 83.7% | 84.2% | 77.7% | |
| | | 12 | 4 | 4 | 4 | 0 | 3 | 4 | 100.0% | 79.2% | 98.0% | 104.5% | 81.0% | |
| | | 15 | 293 | 299 | 268 | -4 | 263 | 284 | 102.2% | 89.4% | 98.5% | 107.8% | 96.9% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 96.9% | 104.2% | 43.7% | |
| | | C | 0 | 0 | 1 | 0 | 1 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.557 | 4.687 | 4.432 | -163 | 4.268 | 4.575 | 102.8% | 94.6% | 96.3% | 107.2% | 100.4% | |
| | | niet WROOV (6,9) | 6 | 156 | 156 | 153 | 0 | 153 | 153 | 100.0% | 97.7% | 100.0% | 100.0% | 97.7% |
| | | | 9 | 2.071 | 2.071 | 2.188 | 0 | 2.188 | 2.188 | 100.0% | 105.7% | 100.0% | 100.0% | 105.7% |
| Subtot. | 2.227 | | 2.227 | 2.341 | 0 | 2.341 | 2.341 | 100.0% | 105.1% | 100.0% | 100.0% | 105.1% | | |
| Totaal overheid | | 6.784 | 6.913 | 6.773 | -163 | 6.609 | 6.916 | 101.9% | 98.0% | 97.6% | 104.6% | 102.0% | | |
| FLEVOLAND | WROOV kaartgroepen | 1 | 4.889 | 4.961 | 4.767 | 0 | 4.767 | 4.739 | 101.5% | 96.1% | 100.0% | 99.4% | 96.9% | |
| | | 2 | 1.715 | 1.785 | 1.618 | 0 | 1.618 | 1.624 | 104.1% | 90.6% | 100.0% | 100.4% | 94.7% | |
| | | 3 | 1.737 | 1.809 | 1.678 | 0 | 1.678 | 1.495 | 104.2% | 92.8% | 100.0% | 89.1% | 86.1% | |
| | | 4 | 242 | 252 | 242 | 0 | 242 | 286 | 104.1% | 96.2% | 100.0% | 118.0% | 118.2% | |
| | | 5 | 1.055 | 1.099 | 1.072 | 0 | 1.072 | 1.084 | 104.2% | 97.6% | 100.0% | 101.2% | 102.8% | |
| | | 7 | 395 | 412 | 370 | 0 | 370 | 338 | 104.1% | 90.0% | 100.0% | 91.4% | 85.6% | |
| | | 8 | 1.094 | 1.140 | 1.191 | 0 | 1.191 | 1.285 | 104.2% | 104.5% | 100.0% | 107.9% | 117.4% | |
| | | 12 | 1 | 1 | 1 | 0 | 1 | 1 | 100.0% | 76.7% | 100.0% | 94.1% | 72.2% | |
| | | 15 | 685 | 700 | 640 | 0 | 640 | 662 | 102.2% | 91.5% | 100.0% | 103.4% | 96.7% | |
| | | 26 | 5 | 5 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 100.0% | 97.2% | 42.0% | |
| | | C | 0 | 0 | 29 | 0 | 29 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 11.818 | 12.163 | 11.611 | 0 | 11.611 | 11.517 | 102.9% | 95.5% | 100.0% | 99.2% | 97.5% | |
| | | niet WROOV (6,9) | 6 | 242 | 242 | 220 | 0 | 220 | 220 | 100.0% | 91.0% | 100.0% | 100.0% | 91.0% |
| | | | 9 | 6.231 | 6.231 | 5.694 | 0 | 5.694 | 5.694 | 100.0% | 91.4% | 100.0% | 100.0% | 91.4% |
| Subtot. | 6.473 | | 6.473 | 5.914 | 0 | 5.914 | 5.914 | 100.0% | 91.4% | 100.0% | 100.0% | 91.4% | | |
| Totaal overheid | | 18.290 | 18.636 | 17.524 | 0 | 17.524 | 17.431 | 101.9% | 94.0% | 100.0% | 99.5% | 95.3% | | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | kgroep | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|--------------------|---------------------|--------|--------|--------|--------|--------|--------|--------------|----------------|---------------|----------------|---------------|--------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | Indeling basiselem. | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| FRIESLAND | WROOV kaartgroepen | 1 | 3.613 | 3.667 | 3.645 | 142 | 3.787 | 4.049 | 101.5% | 99.4% | 103.9% | 106.9% | 112.1% | |
| | | 2 | 240 | 250 | 258 | 20 | 277 | 275 | 104.1% | 102.9% | 107.6% | 99.2% | 114.4% | |
| | | 3 | 2.608 | 2.716 | 2.587 | 42 | 2.629 | 2.643 | 104.2% | 95.3% | 101.6% | 100.5% | 101.4% | |
| | | 4 | 125 | 130 | 125 | 4 | 129 | 166 | 104.1% | 96.2% | 102.9% | 128.3% | 132.2% | |
| | | 5 | 1.056 | 1.100 | 1.073 | 34 | 1.106 | 972 | 104.2% | 97.6% | 103.1% | 87.9% | 92.1% | |
| | | 7 | 80 | 83 | 75 | 14 | 89 | 185 | 104.1% | 90.0% | 119.3% | 207.2% | 231.5% | |
| | | 8 | 92 | 96 | 105 | 25 | 130 | 152 | 104.2% | 109.7% | 123.8% | 116.4% | 164.6% | |
| | | 12 | 3 | 3 | 3 | 0 | 3 | 3 | 100.0% | 74.9% | 103.0% | 110.5% | 85.3% | |
| | | 15 | 353 | 361 | 375 | 10 | 385 | 396 | 102.2% | 104.0% | 102.7% | 102.7% | 112.2% | |
| | | 26 | 4 | 4 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 103.1% | 105.3% | 47.0% | |
| | | C | 0 | 0 | 2 | 0 | 2 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 8.174 | 8.410 | 8.250 | 291 | 8.540 | 8.842 | 102.9% | 98.1% | 103.5% | 103.5% | 108.2% | |
| | | niet WROOV (6,9) | 6 | 313 | 313 | 448 | 0 | 448 | 448 | 100.0% | 142.8% | 100.0% | 100.0% | 142.8% |
| | | | 9 | 5.207 | 5.207 | 5.976 | 0 | 5.976 | 5.976 | 100.0% | 114.8% | 100.0% | 100.0% | 114.8% |
| Subtot. | 5.520 | | 5.520 | 6.424 | 0 | 6.424 | 6.424 | 100.0% | 116.4% | 100.0% | 100.0% | 116.4% | | |
| Totaal overheid | | 13.695 | 13.930 | 14.673 | 291 | 14.964 | 15.266 | 101.7% | 105.3% | 102.0% | 102.0% | 111.5% | | |
| GELDERLAND | WROOV kaartgroepen | 1 | 5.910 | 5.996 | 5.594 | 0 | 5.594 | 5.548 | 101.5% | 93.3% | 100.0% | 99.2% | 93.9% | |
| | | 2 | 753 | 784 | 729 | 0 | 729 | 786 | 104.1% | 93.0% | 100.0% | 107.8% | 104.3% | |
| | | 3 | 2.620 | 2.729 | 2.482 | 0 | 2.482 | 2.399 | 104.2% | 90.9% | 100.0% | 96.7% | 91.6% | |
| | | 4 | 177 | 184 | 177 | 0 | 177 | 200 | 104.1% | 96.2% | 100.0% | 112.8% | 112.9% | |
| | | 5 | 1.109 | 1.155 | 1.127 | 0 | 1.127 | 1.075 | 104.2% | 97.6% | 100.0% | 95.4% | 96.9% | |
| | | 7 | 423 | 441 | 397 | 0 | 397 | 394 | 104.1% | 90.0% | 100.0% | 99.4% | 93.1% | |
| | | 8 | 591 | 616 | 661 | 0 | 661 | 692 | 104.2% | 107.3% | 100.0% | 104.7% | 117.0% | |
| | | 12 | 7 | 7 | 5 | 0 | 5 | 5 | 100.0% | 68.8% | 100.0% | 104.2% | 71.7% | |
| | | 15 | 688 | 703 | 636 | 0 | 636 | 583 | 102.2% | 90.4% | 100.0% | 91.8% | 84.8% | |
| | | 26 | 5 | 5 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 100.0% | 85.0% | 36.8% | |
| | | C | 0 | 0 | 11 | 0 | 11 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 12.283 | 12.621 | 11.821 | 0 | 11.821 | 11.683 | 102.7% | 93.7% | 100.0% | 98.8% | 95.1% | |
| | | niet WROOV (6,9) | 6 | 1.271 | 1.271 | 975 | 0 | 975 | 975 | 100.0% | 76.7% | 100.0% | 100.0% | 76.7% |
| | | | 9 | 4.129 | 4.129 | 4.949 | 0 | 4.949 | 4.949 | 100.0% | 119.8% | 100.0% | 100.0% | 119.8% |
| Subtot. | 5.400 | | 5.400 | 5.924 | 0 | 5.924 | 5.924 | 100.0% | 109.7% | 100.0% | 100.0% | 109.7% | | |
| Totaal overheid | | 17.683 | 18.021 | 17.744 | 0 | 17.744 | 17.607 | 101.9% | 98.5% | 100.0% | 99.2% | 99.6% | | |
| GRONINGEN | WROOV kaartgroepen | 1 | 5.794 | 5.879 | 5.538 | 0 | 5.538 | 5.416 | 101.5% | 94.2% | 100.0% | 97.8% | 93.5% | |
| | | 2 | 444 | 462 | 429 | 0 | 429 | 423 | 104.1% | 92.7% | 100.0% | 98.6% | 95.2% | |
| | | 3 | 3.997 | 4.163 | 3.958 | 0 | 3.958 | 3.951 | 104.2% | 95.1% | 100.0% | 99.8% | 98.8% | |
| | | 4 | 280 | 291 | 280 | 0 | 280 | 242 | 104.1% | 96.2% | 100.0% | 86.2% | 86.3% | |
| | | 5 | 1.976 | 2.058 | 2.007 | 0 | 2.007 | 2.478 | 104.2% | 97.6% | 100.0% | 123.4% | 125.4% | |
| | | 7 | 175 | 182 | 164 | 0 | 164 | 166 | 104.1% | 90.0% | 100.0% | 101.2% | 94.9% | |
| | | 8 | 143 | 149 | 158 | 0 | 158 | 119 | 104.2% | 106.1% | 100.0% | 75.6% | 83.6% | |
| | | 12 | 5 | 5 | 4 | 0 | 4 | 4 | 100.0% | 89.4% | 100.0% | 94.9% | 84.9% | |
| | | 15 | 714 | 730 | 672 | 0 | 672 | 687 | 102.2% | 92.0% | 100.0% | 102.4% | 96.2% | |
| | | 26 | 6 | 6 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 100.0% | 97.5% | 42.2% | |
| | | C | 0 | 0 | 2 | 0 | 2 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 13.533 | 13.925 | 13.214 | 0 | 13.214 | 13.488 | 102.9% | 94.9% | 100.0% | 102.1% | 99.7% | |
| | | niet WROOV (6,9) | 6 | 389 | 389 | 384 | 0 | 384 | 384 | 100.0% | 98.8% | 100.0% | 100.0% | 98.8% |
| | | | 9 | 5.329 | 5.329 | 5.467 | 0 | 5.467 | 5.467 | 100.0% | 102.6% | 100.0% | 100.0% | 102.6% |
| Subtot. | 5.717 | | 5.717 | 5.851 | 0 | 5.851 | 5.851 | 100.0% | 102.3% | 100.0% | 100.0% | 102.3% | | |
| Totaal overheid | | 19.250 | 19.643 | 19.065 | 0 | 19.065 | 19.339 | 102.0% | 97.1% | 100.0% | 101.4% | 100.5% | | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | kgroep | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|--------------------|---------------------|--------|--------|--------|--------|--------|--------|--------------|----------------|---------------|----------------|---------------|--------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | Indeling basiselem. | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| HAAGLANDEN | WROOV kaartgroepen | 1 | 35.738 | 36.263 | 34.434 | 0 | 34.434 | 33.790 | 101.5% | 95.0% | 100.0% | 98.1% | 94.6% | |
| | | 2 | 9.642 | 10.039 | 9.680 | 0 | 9.680 | 9.771 | 104.1% | 96.4% | 100.0% | 100.9% | 101.3% | |
| | | 3 | 1.836 | 1.913 | 1.675 | 0 | 1.675 | 1.831 | 104.2% | 87.6% | 100.0% | 109.3% | 99.7% | |
| | | 4 | 11.108 | 11.565 | 11.122 | 0 | 11.122 | 11.484 | 104.1% | 96.2% | 100.0% | 103.3% | 103.4% | |
| | | 5 | 2.302 | 2.398 | 2.339 | 0 | 2.339 | 2.744 | 104.2% | 97.6% | 100.0% | 117.3% | 119.2% | |
| | | 7 | 2.634 | 2.743 | 2.468 | 0 | 2.468 | 2.263 | 104.1% | 90.0% | 100.0% | 91.7% | 85.9% | |
| | | 8 | 5.018 | 5.228 | 5.376 | 0 | 5.376 | 4.724 | 104.2% | 102.8% | 100.0% | 87.9% | 94.1% | |
| | | 12 | 7 | 7 | 5 | 0 | 5 | 4 | 100.0% | 67.9% | 100.0% | 91.7% | 62.3% | |
| | | 15 | 6.133 | 6.269 | 5.973 | -1 | 5.972 | 6.153 | 102.2% | 95.3% | 100.0% | 103.0% | 100.3% | |
| | | 26 | 24 | 25 | 10 | 0 | 10 | 12 | 102.2% | 42.3% | 100.0% | 112.0% | 48.4% | |
| | | C | 0 | 0 | 36 | 0 | 36 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 74.442 | 76.449 | 73.119 | -2 | 73.117 | 72.776 | 102.7% | 95.6% | 100.0% | 99.5% | 97.8% | |
| | | niet WROOV (6,9) | 6 | 6.856 | 6.856 | 7.164 | 0 | 7.164 | 7.164 | 100.0% | 104.5% | 100.0% | 100.0% | 104.5% |
| | | | 9 | 5.182 | 5.182 | 6.701 | 0 | 6.701 | 6.701 | 100.0% | 129.3% | 100.0% | 100.0% | 129.3% |
| Subtot. | 12.038 | | 12.038 | 13.866 | 0 | 13.866 | 13.866 | 100.0% | 115.2% | 100.0% | 100.0% | 115.2% | | |
| Totaal overheid | | 86.480 | 88.487 | 86.984 | -2 | 86.983 | 86.642 | 102.3% | 98.3% | 100.0% | 99.6% | 100.2% | | |
| LIMBURG | WROOV kaartgroepen | 1 | 5.155 | 5.231 | 5.325 | 0 | 5.325 | 5.229 | 101.5% | 101.8% | 100.0% | 98.2% | 101.4% | |
| | | 2 | 1.224 | 1.274 | 1.317 | 0 | 1.317 | 1.320 | 104.1% | 103.4% | 100.0% | 100.2% | 107.8% | |
| | | 3 | 1.119 | 1.165 | 1.217 | 0 | 1.217 | 1.247 | 104.2% | 104.4% | 100.0% | 102.4% | 111.4% | |
| | | 4 | 726 | 756 | 727 | 0 | 727 | 606 | 104.1% | 96.2% | 100.0% | 83.4% | 83.5% | |
| | | 5 | 555 | 578 | 564 | 0 | 564 | 569 | 104.2% | 97.6% | 100.0% | 101.0% | 102.6% | |
| | | 7 | 215 | 224 | 201 | 0 | 201 | 240 | 104.1% | 90.0% | 100.0% | 119.0% | 111.5% | |
| | | 8 | 534 | 557 | 613 | 0 | 613 | 685 | 104.2% | 110.1% | 100.0% | 111.8% | 128.2% | |
| | | 12 | 27 | 27 | 23 | 0 | 23 | 25 | 100.0% | 85.1% | 100.0% | 106.0% | 90.3% | |
| | | 15 | 1.360 | 1.390 | 1.813 | 0 | 1.813 | 1.897 | 102.2% | 130.4% | 100.0% | 104.6% | 139.5% | |
| | | 26 | 5 | 5 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 100.0% | 108.8% | 47.1% | |
| | | C | 0 | 0 | 17 | 0 | 17 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 10.919 | 11.206 | 11.819 | 0 | 11.819 | 11.820 | 102.6% | 105.5% | 100.0% | 100.0% | 108.3% | |
| | | niet WROOV (6,9) | 6 | 1.773 | 1.773 | 2.775 | 0 | 2.775 | 2.775 | 100.0% | 156.5% | 100.0% | 100.0% | 156.5% |
| | | | 9 | 6.700 | 6.700 | 8.130 | 0 | 8.130 | 8.130 | 100.0% | 121.3% | 100.0% | 100.0% | 121.3% |
| Subtot. | 8.473 | | 8.473 | 10.904 | 0 | 10.904 | 10.904 | 100.0% | 128.7% | 100.0% | 100.0% | 128.7% | | |
| Totaal overheid | | 19.392 | 19.679 | 22.723 | 0 | 22.723 | 22.724 | 101.5% | 115.5% | 100.0% | 100.0% | 117.2% | | |
| NOORD-BRABANT | WROOV kaartgroepen | 1 | 6.037 | 6.126 | 5.212 | 85 | 5.297 | 5.438 | 101.5% | 85.1% | 101.6% | 102.6% | 90.1% | |
| | | 2 | 1.322 | 1.377 | 1.194 | 20 | 1.214 | 1.195 | 104.1% | 86.8% | 101.7% | 98.4% | 90.4% | |
| | | 3 | 2.520 | 2.625 | 2.322 | 16 | 2.338 | 2.283 | 104.2% | 88.5% | 100.7% | 97.7% | 90.6% | |
| | | 4 | 234 | 243 | 234 | 0 | 234 | 176 | 104.1% | 96.2% | 100.0% | 75.3% | 75.4% | |
| | | 5 | 878 | 915 | 892 | 20 | 912 | 704 | 104.2% | 97.6% | 102.2% | 77.2% | 80.2% | |
| | | 7 | 541 | 563 | 507 | 11 | 518 | 449 | 104.1% | 90.0% | 102.2% | 86.7% | 83.0% | |
| | | 8 | 785 | 818 | 876 | 7 | 883 | 970 | 104.2% | 107.0% | 100.8% | 109.9% | 123.5% | |
| | | 12 | 10 | 10 | 8 | 0 | 8 | 9 | 100.0% | 75.5% | 101.3% | 112.6% | 86.2% | |
| | | 15 | 979 | 1.000 | 558 | 5 | 564 | 448 | 102.2% | 55.8% | 100.9% | 79.5% | 45.8% | |
| | | 26 | 6 | 6 | 3 | 0 | 3 | 2 | 102.2% | 42.3% | 101.3% | 87.8% | 38.5% | |
| | | C | 0 | 0 | -156 | 0 | -156 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 13.312 | 13.683 | 11.650 | 164 | 11.814 | 11.673 | 102.8% | 85.1% | 101.4% | 98.8% | 87.7% | |
| | | niet WROOV (6,9) | 6 | 2.586 | 2.586 | 2.229 | 0 | 2.229 | 2.229 | 100.0% | 86.2% | 100.0% | 100.0% | 86.2% |
| | | | 9 | 6.967 | 6.967 | 9.271 | 0 | 9.271 | 9.271 | 100.0% | 133.1% | 100.0% | 100.0% | 133.1% |
| Subtot. | 9.553 | | 9.553 | 11.501 | 0 | 11.501 | 11.501 | 100.0% | 120.4% | 100.0% | 100.0% | 120.4% | | |
| Totaal overheid | | 22.865 | 23.236 | 23.151 | 164 | 23.315 | 23.174 | 101.6% | 99.6% | 100.7% | 99.4% | 101.4% | | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | Opbrengsten jaar | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|---------------------|------------------|---------|--------|--------|--------|--------|--------|--------------|----------------|---------------|----------------|---------------|--------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | Prijspeil | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | Lijnennet november | | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | Indeling basiselem. | | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | Sleutels november | | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | A | B | C | D | E | F | | | | | | | |
| NOORD-HOLLAND | WROOV kaartgroepen | 1 | 9.780 | 9.924 | 9.226 | -144 | 9.082 | 8.762 | 101.5% | 93.0% | 98.4% | 96.5% | 89.6% | |
| | | 2 | 1.574 | 1.639 | 1.468 | -20 | 1.448 | 1.411 | 104.1% | 89.6% | 98.6% | 97.5% | 89.6% | |
| | | 3 | 1.594 | 1.661 | 1.471 | -27 | 1.444 | 1.479 | 104.2% | 88.6% | 98.1% | 102.5% | 92.8% | |
| | | 4 | 707 | 736 | 708 | -2 | 706 | 669 | 104.1% | 96.2% | 99.7% | 94.9% | 94.7% | |
| | | 5 | 877 | 913 | 891 | -20 | 871 | 922 | 104.2% | 97.6% | 97.8% | 105.9% | 105.2% | |
| | | 7 | 440 | 458 | 412 | -14 | 399 | 411 | 104.1% | 90.0% | 96.6% | 103.0% | 93.3% | |
| | | 8 | 1.484 | 1.546 | 1.627 | -9 | 1.617 | 1.666 | 104.2% | 105.2% | 99.4% | 103.0% | 112.3% | |
| | | 12 | 3 | 3 | 2 | 0 | 2 | 2 | 100.0% | 68.8% | 99.2% | 83.2% | 56.8% | |
| | | 15 | 1.848 | 1.889 | 1.755 | -21 | 1.734 | 1.645 | 102.2% | 92.9% | 98.8% | 94.9% | 89.1% | |
| | | 26 | 8 | 8 | 3 | 0 | 3 | 3 | 102.2% | 42.3% | 98.5% | 92.8% | 39.5% | |
| | | C | 0 | 0 | 142 | 0 | 142 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 18.314 | 18.776 | 17.706 | -258 | 17.447 | 16.970 | 102.5% | 94.3% | 98.5% | 97.3% | 92.7% | |
| | | niet WROOV (6,9) | 6 | 1.832 | 1.832 | 1.891 | 0 | 1.891 | 1.891 | 100.0% | 103.2% | 100.0% | 100.0% | 103.2% |
| | | | 9 | 6.878 | 6.878 | 6.576 | 0 | 6.576 | 6.576 | 100.0% | 95.6% | 100.0% | 100.0% | 95.6% |
| Subtot. | 8.710 | | 8.710 | 8.467 | 0 | 8.467 | 8.467 | 100.0% | 97.2% | 100.0% | 100.0% | 97.2% | | |
| Totaal overheid | | 27.024 | 27.486 | 26.173 | -258 | 25.915 | 25.437 | 101.7% | 95.2% | 99.0% | 98.2% | 94.1% | | |
| NSR | WROOV kaartgroepen | 1 | 2.264 | 2.298 | 2.146 | 0 | 2.146 | 2.301 | 101.5% | 93.4% | 100.0% | 107.2% | 101.6% | |
| | | 2 | 75 | 78 | 79 | 0 | 79 | 58 | 104.1% | 102.0% | 100.0% | 73.3% | 77.8% | |
| | | 3 | 650 | 677 | 643 | 0 | 643 | 568 | 104.2% | 94.9% | 100.0% | 88.4% | 87.4% | |
| | | 4 | 227 | 236 | 227 | 0 | 227 | 198 | 104.1% | 96.2% | 100.0% | 87.2% | 87.3% | |
| | | 5 | 719 | 749 | 731 | 0 | 731 | 768 | 104.2% | 97.6% | 100.0% | 105.0% | 106.7% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 104.2% | 179.2% | 100.0% | .0% | .0% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0% | 71.6% | 100.0% | .0% | .0% | |
| | | 15 | 237 | 242 | 223 | 0 | 223 | 230 | 102.2% | 92.3% | 100.0% | 103.3% | 97.4% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 102.2% | 42.3% | 100.0% | .0% | .0% | |
| | | C | 0 | 0 | -1 | 0 | -1 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.172 | 4.280 | 4.048 | 0 | 4.048 | 4.124 | 102.6% | 94.6% | 100.0% | 101.9% | 98.8% | |
| | | niet WROOV (6,9) | 6 | 207 | 207 | 215 | 0 | 215 | 215 | 100.0% | 104.0% | 100.0% | 100.0% | 104.0% |
| | | | Subtot. | 207 | 207 | 215 | 0 | 215 | 215 | 100.0% | 104.0% | 100.0% | 100.0% | 104.0% |
| | | Totaal overheid | | 4.379 | 4.487 | 4.263 | 0 | 4.263 | 4.339 | 102.5% | 95.0% | 100.0% | 101.8% | 99.1% |
| OVERIJSSSEL | WROOV kaartgroepen | 1 | 2.346 | 2.381 | 2.216 | 0 | 2.216 | 2.282 | 101.5% | 93.1% | 100.0% | 103.0% | 97.3% | |
| | | 2 | 154 | 160 | 141 | 0 | 141 | 135 | 104.1% | 87.8% | 100.0% | 95.9% | 87.7% | |
| | | 3 | 1.519 | 1.582 | 1.419 | 0 | 1.419 | 1.404 | 104.2% | 89.7% | 100.0% | 98.9% | 92.4% | |
| | | 4 | 92 | 96 | 92 | 0 | 92 | 120 | 104.1% | 96.2% | 100.0% | 130.7% | 130.9% | |
| | | 5 | 1.025 | 1.067 | 1.041 | 0 | 1.041 | 1.086 | 104.2% | 97.6% | 100.0% | 104.3% | 106.0% | |
| | | 7 | 213 | 222 | 200 | 0 | 200 | 174 | 104.1% | 90.0% | 100.0% | 87.2% | 81.7% | |
| | | 8 | 394 | 410 | 435 | 0 | 435 | 393 | 104.2% | 106.2% | 100.0% | 90.3% | 99.9% | |
| | | 12 | 5 | 5 | 4 | 0 | 4 | 5 | 100.0% | 80.0% | 100.0% | 114.3% | 91.5% | |
| | | 15 | 410 | 419 | 391 | 0 | 391 | 371 | 102.2% | 93.2% | 100.0% | 95.1% | 90.6% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 96.2% | 41.6% | |
| | | C | 0 | 0 | 3 | 0 | 3 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 6.161 | 6.345 | 5.943 | 0 | 5.943 | 5.972 | 103.0% | 93.7% | 100.0% | 100.5% | 96.9% | |
| | | niet WROOV (6,9) | 6 | 190 | 190 | 192 | 0 | 192 | 192 | 100.0% | 101.3% | 100.0% | 100.0% | 101.3% |
| | | | 9 | 1.829 | 1.829 | 1.900 | 0 | 1.900 | 1.900 | 100.0% | 103.9% | 100.0% | 100.0% | 103.9% |
| Subtot. | 2.019 | | 2.019 | 2.093 | 0 | 2.093 | 2.093 | 100.0% | 103.6% | 100.0% | 100.0% | 103.6% | | |
| Totaal overheid | | 8.179 | 8.364 | 8.036 | 0 | 8.036 | 8.065 | 102.3% | 96.1% | 100.0% | 100.4% | 98.6% | | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|------------------|---------|---------|---------|---------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | A | B | C | D | E | F | | | | | |
| SAN | WROOV kaartgroepen | 1 | 8.090 | 8.209 | 7.539 | 0 | 7.538 | 7.541 | 101.5% | 91.8% | 100.0% | 100.0% | 93.2% |
| | | 2 | 1.689 | 1.758 | 1.536 | 0 | 1.536 | 1.488 | 104.1% | 87.4% | 100.0% | 100.0% | 88.1% |
| | | 3 | 1.253 | 1.305 | 1.141 | 0 | 1.141 | 1.177 | 104.2% | 87.5% | 100.0% | 103.1% | 93.9% |
| | | 4 | 1.191 | 1.240 | 1.192 | 0 | 1.192 | 1.160 | 104.1% | 96.2% | 100.0% | 97.3% | 97.4% |
| | | 5 | 854 | 890 | 868 | 0 | 868 | 866 | 104.2% | 97.6% | 100.0% | 99.8% | 101.4% |
| | | 7 | 538 | 560 | 504 | 0 | 504 | 603 | 104.1% | 90.0% | 100.0% | 119.6% | 112.0% |
| | | 8 | 912 | 950 | 1.014 | 0 | 1.014 | 1.025 | 104.2% | 106.7% | 100.0% | 101.2% | 112.4% |
| | | 12 | 8 | 8 | 6 | 0 | 6 | 5 | 100.0% | 72.2% | 100.0% | 94.5% | 68.2% |
| | | 15 | 1.650 | 1.687 | 1.442 | 0 | 1.442 | 1.329 | 102.2% | 85.5% | 100.0% | 92.2% | 80.5% |
| | | 26 | 7 | 7 | 3 | 0 | 3 | 2 | 102.2% | 42.3% | 100.0% | 88.8% | 38.4% |
| | | C | 0 | 0 | 12 | 0 | 12 | 0 | . | . | 100.0% | .0% | . |
| | | Subtot. | 16.191 | 16.613 | 15.257 | 0 | 15.257 | 15.198 | 102.6% | 91.8% | 100.0% | 99.6% | 93.9% |
| | | niet WROOV (6,9) | 6 | 1.524 | 1.524 | 1.529 | 0 | 1.529 | 1.529 | 100.0% | 100.4% | 100.0% | 100.0% |
| 9 | 7.856 | | 7.856 | 8.044 | 0 | 8.044 | 8.044 | 100.0% | 102.4% | 100.0% | 100.0% | 102.4% | |
| Subtot. | 9.380 | | 9.380 | 9.573 | 0 | 9.573 | 9.573 | 100.0% | 102.1% | 100.0% | 100.0% | 102.1% | |
| Totaal overheid | | 25.571 | 25.993 | 24.830 | 0 | 24.830 | 24.771 | 101.7% | 95.5% | 100.0% | 99.8% | 96.9% | |
| SOV | WROOV kaartgroepen | 15 | 2.965 | 3.031 | 2.720 | 1 | 2.721 | 2.846 | 102.2% | 89.7% | 100.1% | 104.6% | 96.0% |
| | | C | 0 | 0 | 57 | 0 | 57 | 0 | . | . | 100.0% | .0% | . |
| | | Subtot. | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| Totaal overheid | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% | |
| SRA | WROOV kaartgroepen | 1 | 67.875 | 68.873 | 67.435 | 70 | 67.505 | 68.384 | 101.5% | 97.9% | 100.1% | 101.3% | 100.7% |
| | | 2 | 20.324 | 21.160 | 20.751 | 20 | 20.771 | 20.727 | 104.1% | 98.1% | 100.1% | 99.8% | 102.0% |
| | | 3 | 9.043 | 9.418 | 8.552 | 8 | 8.559 | 8.757 | 104.2% | 90.8% | 100.1% | 102.3% | 96.8% |
| | | 4 | 10.112 | 10.529 | 10.125 | 3 | 10.112 | 10.547 | 104.1% | 96.2% | 100.0% | 104.1% | 104.3% |
| | | 5 | 9.674 | 10.076 | 9.830 | 4 | 9.834 | 9.729 | 104.2% | 97.6% | 100.0% | 98.9% | 100.6% |
| | | 7 | 4.917 | 5.120 | 4.607 | 5 | 4.612 | 4.536 | 104.1% | 90.0% | 100.1% | 98.3% | 92.3% |
| | | 8 | 10.429 | 10.865 | 11.513 | 6 | 11.518 | 11.755 | 104.2% | 106.0% | 100.0% | 102.1% | 112.7% |
| | | 12 | 15 | 15 | 11 | 0 | 11 | 10 | 100.0% | 74.4% | 100.1% | 91.3% | 68.0% |
| | | 15 | 9.440 | 9.650 | 9.364 | 15 | 9.379 | 9.446 | 102.2% | 97.0% | 100.2% | 100.7% | 100.1% |
| | | 26 | 54 | 56 | 24 | 0 | 24 | 24 | 102.2% | 42.3% | 100.1% | 102.5% | 44.4% |
| | | C | 0 | 0 | -308 | 0 | -308 | 0 | . | . | 100.0% | .0% | . |
| | | Subtot. | 141.884 | 145.761 | 141.904 | 131 | 142.034 | 143.916 | 102.7% | 97.4% | 100.1% | 101.3% | 101.4% |
| | | niet WROOV (6,9) | 6 | 23.484 | 23.484 | 24.378 | 0 | 24.378 | 24.378 | 100.0% | 103.8% | 100.0% | 100.0% |
| 9 | 17.374 | | 17.374 | 15.732 | 0 | 15.732 | 15.732 | 100.0% | 90.5% | 100.0% | 100.0% | 90.5% | |
| Subtot. | 40.858 | | 40.858 | 40.110 | 0 | 40.110 | 40.110 | 100.0% | 98.2% | 100.0% | 100.0% | 98.2% | |
| Totaal overheid | | 182.742 | 186.620 | 182.014 | 131 | 182.144 | 184.026 | 102.1% | 97.5% | 100.1% | 101.0% | 100.7% | |
| SRE | WROOV kaartgroepen | 1 | 3.969 | 4.027 | 3.289 | -85 | 3.204 | 3.079 | 101.5% | 81.7% | 97.4% | 96.1% | 77.6% |
| | | 2 | 710 | 739 | 670 | -20 | 650 | 654 | 104.1% | 90.7% | 97.0% | 100.7% | 92.2% |
| | | 3 | 933 | 971 | 882 | -16 | 866 | 811 | 104.2% | 90.8% | 98.2% | 93.6% | 86.9% |
| | | 4 | 211 | 220 | 211 | 0 | 211 | 202 | 104.1% | 96.2% | 100.0% | 95.6% | 95.7% |
| | | 5 | 255 | 265 | 259 | -20 | 239 | 216 | 104.2% | 97.6% | 92.4% | 90.4% | 84.9% |
| | | 7 | 326 | 339 | 305 | -11 | 294 | 233 | 104.1% | 90.0% | 96.3% | 79.2% | 71.5% |
| | | 8 | 620 | 646 | 709 | -7 | 702 | 655 | 104.2% | 109.7% | 99.1% | 93.2% | 105.6% |
| | | 12 | 13 | 13 | 11 | 0 | 11 | 10 | 100.0% | 85.3% | 99.1% | 91.4% | 77.3% |
| | | 15 | 527 | 539 | 326 | -5 | 321 | 214 | 102.2% | 60.5% | 98.4% | 66.8% | 40.7% |
| | | 26 | 3 | 3 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 97.7% | 82.5% | 34.9% |
| | | C | 0 | 0 | -92 | 0 | -92 | 0 | . | . | 100.0% | .0% | . |
| | | Subtot. | 7.567 | 7.764 | 6.573 | -164 | 6.409 | 6.076 | 102.6% | 84.7% | 97.5% | 94.8% | 80.3% |
| | | niet WROOV (6,9) | 6 | 1.128 | 1.128 | 1.099 | 0 | 1.099 | 1.099 | 100.0% | 97.5% | 100.0% | 100.0% |
| 9 | 3.646 | | 3.646 | 5.850 | 0 | 5.850 | 5.850 | 100.0% | 160.4% | 100.0% | 100.0% | 160.4% | |
| Subtot. | 4.774 | | 4.774 | 6.949 | 0 | 6.949 | 6.949 | 100.0% | 145.6% | 100.0% | 100.0% | 145.6% | |
| Totaal overheid | | 12.341 | 12.537 | 13.522 | -164 | 13.358 | 13.025 | 101.6% | 107.9% | 98.8% | 97.5% | 105.5% | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | kgroep | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|--------------------|---------------------|---------|---------|--------|---------|---------|--------|--------------|----------------|---------------|----------------|---------------|--------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | Indeling basiselem. | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| SRR | WROOV kaartgroepen | 1 | 35.833 | 36.360 | 33.839 | 0 | 33.839 | 33.261 | 101.5% | 93.1% | 100.0% | 98.3% | 92.8% | |
| | | 2 | 10.353 | 10.780 | 10.338 | 0 | 10.338 | 10.243 | 104.1% | 95.9% | 100.0% | 99.1% | 98.9% | |
| | | 3 | 5.801 | 6.042 | 5.693 | 0 | 5.693 | 5.749 | 104.2% | 94.2% | 100.0% | 101.0% | 99.1% | |
| | | 4 | 7.772 | 8.092 | 7.782 | 0 | 7.782 | 7.181 | 104.1% | 96.2% | 100.0% | 92.3% | 92.4% | |
| | | 5 | 7.286 | 7.589 | 7.404 | -1 | 7.403 | 7.398 | 104.2% | 97.6% | 100.0% | 99.9% | 101.5% | |
| | | 7 | 1.857 | 1.934 | 1.740 | 0 | 1.740 | 1.832 | 104.1% | 90.0% | 100.0% | 105.3% | 98.6% | |
| | | 8 | 3.830 | 3.990 | 4.150 | 0 | 4.150 | 4.099 | 104.2% | 104.0% | 100.0% | 98.8% | 107.0% | |
| | | 12 | 6 | 6 | 5 | 0 | 5 | 4 | 100.0% | 72.3% | 100.0% | 82.2% | 59.4% | |
| | | 15 | 6.416 | 6.558 | 5.703 | 0 | 5.703 | 5.849 | 102.2% | 87.0% | 100.0% | 102.6% | 91.2% | |
| | | 26 | 29 | 30 | 12 | 0 | 12 | 12 | 102.2% | 42.3% | 100.0% | 98.0% | 42.4% | |
| | | C | 0 | 0 | 89 | 0 | 89 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 79.184 | 81.381 | 76.755 | -1 | 76.755 | 75.628 | 102.8% | 94.3% | 100.0% | 98.5% | 95.5% | |
| | | niet WROOV (6,9) | 6 | 7.591 | 7.591 | 8.180 | 0 | 8.180 | 8.180 | 100.0% | 107.7% | 100.0% | 100.0% | 107.7% |
| | | | 9 | 15.981 | 15.981 | 21.387 | 0 | 21.387 | 21.387 | 100.0% | 133.8% | 100.0% | 100.0% | 133.8% |
| Subtot. | 23.572 | | 23.572 | 29.566 | 0 | 29.566 | 29.566 | 100.0% | 125.4% | 100.0% | 100.0% | 125.4% | | |
| Totaal overheid | | 102.756 | 104.953 | 106.322 | -1 | 106.321 | 105.195 | 102.1% | 101.3% | 100.0% | 98.9% | 102.4% | | |
| TWENTE | WROOV kaartgroepen | 1 | 2.164 | 2.196 | 2.108 | 0 | 2.108 | 2.034 | 101.5% | 96.0% | 100.0% | 96.5% | 94.0% | |
| | | 2 | 462 | 481 | 478 | 0 | 478 | 482 | 104.1% | 99.4% | 100.0% | 100.8% | 104.3% | |
| | | 3 | 674 | 703 | 675 | 0 | 675 | 690 | 104.2% | 96.1% | 100.0% | 102.2% | 102.3% | |
| | | 4 | 149 | 155 | 149 | 0 | 149 | 146 | 104.1% | 96.2% | 100.0% | 98.1% | 98.2% | |
| | | 5 | 267 | 278 | 271 | 0 | 271 | 262 | 104.2% | 97.6% | 100.0% | 96.5% | 98.1% | |
| | | 7 | 92 | 96 | 86 | 0 | 86 | 93 | 104.1% | 90.0% | 100.0% | 107.4% | 100.6% | |
| | | 8 | 191 | 199 | 220 | 0 | 220 | 236 | 104.2% | 110.4% | 100.0% | 107.1% | 123.2% | |
| | | 12 | 9 | 9 | 7 | 0 | 7 | 6 | 100.0% | 78.7% | 100.0% | 96.7% | 76.1% | |
| | | 15 | 360 | 368 | 247 | 0 | 247 | 230 | 102.2% | 67.0% | 100.0% | 93.2% | 63.8% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 89.8% | 38.9% | |
| | | C | 0 | 0 | 1 | 0 | 1 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.370 | 4.486 | 4.244 | 0 | 4.244 | 4.180 | 102.7% | 94.6% | 100.0% | 98.5% | 95.6% | |
| | | niet WROOV (6,9) | 6 | 508 | 508 | 543 | 0 | 543 | 543 | 100.0% | 106.9% | 100.0% | 100.0% | 106.9% |
| | | | 9 | 2.360 | 2.360 | 2.290 | 0 | 2.290 | 2.290 | 100.0% | 97.0% | 100.0% | 100.0% | 97.0% |
| Subtot. | 2.868 | | 2.868 | 2.833 | 0 | 2.833 | 2.833 | 100.0% | 98.8% | 100.0% | 100.0% | 98.8% | | |
| Totaal overheid | | 7.238 | 7.354 | 7.077 | 0 | 7.077 | 7.013 | 101.6% | 96.2% | 100.0% | 99.1% | 96.9% | | |
| UTRECHT | WROOV kaartgroepen | 1 | 5.881 | 5.967 | 5.624 | 542 | 6.166 | 6.000 | 101.5% | 94.2% | 109.6% | 97.3% | 102.0% | |
| | | 2 | 605 | 630 | 569 | 194 | 762 | 738 | 104.1% | 90.3% | 134.1% | 96.8% | 122.0% | |
| | | 3 | 1.804 | 1.879 | 1.672 | -23 | 1.650 | 1.506 | 104.2% | 89.0% | 98.7% | 91.3% | 83.5% | |
| | | 4 | 178 | 186 | 178 | 29 | 207 | 200 | 104.1% | 96.2% | 116.3% | 96.5% | 112.4% | |
| | | 5 | 1.194 | 1.243 | 1.213 | -172 | 1.041 | 979 | 104.2% | 97.6% | 85.8% | 94.1% | 82.0% | |
| | | 7 | 314 | 327 | 294 | 41 | 335 | 362 | 104.1% | 90.0% | 114.1% | 108.0% | 115.4% | |
| | | 8 | 612 | 638 | 688 | 134 | 822 | 847 | 104.2% | 107.8% | 119.6% | 103.1% | 138.4% | |
| | | 12 | 4 | 4 | 3 | 1 | 4 | 3 | 100.0% | 72.5% | 138.9% | 91.7% | 92.3% | |
| | | 15 | 708 | 724 | 671 | 88 | 759 | 718 | 102.2% | 92.8% | 113.1% | 94.5% | 101.4% | |
| | | 26 | 5 | 5 | 2 | 0 | 2 | 2 | 102.2% | 42.3% | 109.6% | 92.9% | 44.1% | |
| | | C | 0 | 0 | 26 | -1 | 25 | 0 | . | . | 96.4% | .0% | . | |
| | | Subtot. | 11.304 | 11.601 | 10.940 | 835 | 11.774 | 11.356 | 102.6% | 94.3% | 107.6% | 96.4% | 100.5% | |
| | | niet WROOV (6,9) | 6 | 760 | 760 | 786 | 0 | 786 | 786 | 100.0% | 103.4% | 100.0% | 100.0% | 103.4% |
| | | | 9 | 1.274 | 1.274 | 1.475 | 0 | 1.475 | 1.475 | 100.0% | 115.8% | 100.0% | 100.0% | 115.8% |
| Subtot. | 2.034 | | 2.034 | 2.261 | 0 | 2.261 | 2.261 | 100.0% | 111.2% | 100.0% | 100.0% | 111.2% | | |
| Totaal overheid | | 13.337 | 13.635 | 13.200 | 835 | 14.035 | 13.617 | 102.2% | 96.8% | 106.3% | 97.0% | 102.1% | | |

Tabel 4.3 Vergelijking opbrengsten per overheid en per kaartgroep, * 1000 euro

| overheid | kgroep | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|-----------------|--------------------|---------------------|---------|---------|--------|---------|---------|--------|-----------------|-------------------|------------------|-------------------|------------------|--------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | Indeling basiselem. | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| ZEELAND | WROOV kaartgroepen | 1 | 1.719 | 1.744 | 1.578 | 0 | 1.578 | 1.610 | 101.5% | 90.5% | 100.0% | 102.0% | 93.7% | |
| | | 2 | 193 | 201 | 174 | 0 | 174 | 170 | 104.1% | 86.9% | 100.0% | 97.6% | 88.3% | |
| | | 3 | 821 | 855 | 716 | 0 | 716 | 758 | 104.2% | 83.8% | 100.0% | 105.9% | 92.3% | |
| | | 4 | 172 | 179 | 172 | 0 | 172 | 113 | 104.1% | 96.2% | 100.0% | 65.7% | 65.8% | |
| | | 5 | 1.929 | 2.009 | 1.960 | 0 | 1.960 | 1.593 | 104.2% | 97.6% | 100.0% | 81.3% | 82.6% | |
| | | 7 | 48 | 50 | 45 | 0 | 45 | 58 | 104.1% | 90.0% | 100.0% | 130.1% | 121.9% | |
| | | 8 | 38 | 40 | 42 | 0 | 42 | 26 | 104.2% | 106.6% | 100.0% | 60.5% | 67.2% | |
| | | 12 | 2 | 2 | 2 | 0 | 2 | 2 | 100.0% | 79.4% | 100.0% | 87.9% | 69.8% | |
| | | 15 | 277 | 283 | 243 | 0 | 243 | 226 | 102.2% | 85.9% | 100.0% | 93.0% | 81.7% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 94.2% | 40.7% | |
| | | C | 0 | 0 | 6 | 0 | 6 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 5.200 | 5.364 | 4.940 | 0 | 4.940 | 4.556 | 103.2% | 92.1% | 100.0% | 92.2% | 87.6% | |
| | | niet WROOV (6,9) | 6 | 780 | 780 | 883 | 0 | 883 | 883 | 100.0% | 113.3% | 100.0% | 100.0% | 113.3% |
| | | | 9 | 3.360 | 3.360 | 3.444 | 0 | 3.444 | 3.444 | 100.0% | 102.5% | 100.0% | 100.0% | 102.5% |
| Subtot. | 4.140 | | 4.140 | 4.327 | 0 | 4.327 | 4.327 | 100.0% | 104.5% | 100.0% | 100.0% | 104.5% | | |
| Totaal overheid | | 9.341 | 9.505 | 9.267 | 0 | 9.267 | 8.883 | 101.8% | 97.5% | 100.0% | 95.9% | 95.1% | | |
| ZUID-HOLLAND | WROOV kaartgroepen | 1 | 15.063 | 15.285 | 13.904 | 0 | 13.904 | 13.698 | 101.5% | 91.0% | 100.0% | 98.5% | 90.9% | |
| | | 2 | 1.642 | 1.709 | 1.520 | 0 | 1.520 | 1.638 | 104.1% | 88.9% | 100.0% | 107.8% | 99.8% | |
| | | 3 | 4.403 | 4.586 | 4.125 | 0 | 4.125 | 4.066 | 104.2% | 89.9% | 100.0% | 98.6% | 92.3% | |
| | | 4 | 536 | 558 | 537 | 0 | 537 | 572 | 104.1% | 96.2% | 100.0% | 106.5% | 106.6% | |
| | | 5 | 4.143 | 4.315 | 4.210 | 0 | 4.210 | 4.044 | 104.2% | 97.6% | 100.0% | 96.1% | 97.6% | |
| | | 7 | 613 | 638 | 574 | 0 | 574 | 604 | 104.1% | 90.0% | 100.0% | 105.2% | 98.5% | |
| | | 8 | 1.619 | 1.686 | 1.759 | 0 | 1.759 | 1.813 | 104.2% | 104.3% | 100.0% | 103.1% | 112.0% | |
| | | 12 | 3 | 3 | 2 | 0 | 2 | 2 | 100.0% | 71.7% | 100.0% | 99.1% | 71.1% | |
| | | 15 | 2.263 | 2.314 | 2.063 | 0 | 2.063 | 1.875 | 102.2% | 89.2% | 100.0% | 90.9% | 82.9% | |
| | | 26 | 12 | 12 | 5 | 0 | 5 | 5 | 102.2% | 42.3% | 100.0% | 96.7% | 41.8% | |
| | | C | 0 | 0 | 92 | 0 | 92 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 30.296 | 31.106 | 28.792 | 0 | 28.792 | 28.317 | 102.7% | 92.6% | 100.0% | 98.3% | 93.5% | |
| | | niet WROOV (6,9) | 6 | 2.043 | 2.043 | 1.764 | 0 | 1.764 | 1.764 | 100.0% | 86.4% | 100.0% | 100.0% | 86.4% |
| | | | 9 | 9.262 | 9.262 | 9.717 | 0 | 9.717 | 9.717 | 100.0% | 104.9% | 100.0% | 100.0% | 104.9% |
| Subtot. | 11.305 | | 11.305 | 11.481 | 0 | 11.481 | 11.481 | 100.0% | 101.6% | 100.0% | 100.0% | 101.6% | | |
| Totaal overheid | | 41.601 | 42.411 | 40.273 | 0 | 40.273 | 39.797 | 101.9% | 95.0% | 100.0% | 98.8% | 95.7% | | |
| Totaal | | 679.555 | 693.383 | 684.906 | 0 | 684.906 | 684.906 | 102.0% | 98.8% | 100.0% | 100.0% | 100.8% | | |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | | |
|------------------|---|------------------|--------------------|---------|---------|---------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|--------|-------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | 2009 | '08 |
| | | | A | B | C | D | E | F | | | | | | | |
| ARRIVA | WROOV kaartgroepen | 1 | 22.658 | 22.992 | 21.500 | -1.488 | 20.012 | 20.169 | 101.5% | 93.5% | 93.1% | 100.8% | 89.0% | | |
| | | 2 | 2.121 | 2.209 | 2.020 | -49 | 1.971 | 2.109 | 104.1% | 91.4% | 97.6% | 107.0% | 99.4% | | |
| | | 3 | 11.309 | 11.778 | 10.806 | -974 | 9.832 | 9.756 | 104.2% | 91.7% | 91.0% | 99.2% | 86.3% | | |
| | | 4 | 738 | 768 | 739 | -37 | 702 | 754 | 104.1% | 96.2% | 95.1% | 107.4% | 102.2% | | |
| | | 5 | 8.111 | 8.448 | 8.242 | -321 | 7.920 | 8.153 | 104.2% | 97.6% | 96.1% | 102.9% | 100.5% | | |
| | | 7 | 1.019 | 1.061 | 955 | -22 | 933 | 878 | 104.1% | 90.0% | 97.6% | 94.2% | 86.2% | | |
| | | 8 | 1.110 | 1.157 | 1.236 | -35 | 1.201 | 1.158 | 104.2% | 106.9% | 97.2% | 96.3% | 104.3% | | |
| | | 12 | 14 | 14 | 11 | -1 | 10 | 10 | 100.0% | 77.1% | 89.5% | 107.0% | 73.9% | | |
| | | 15 | 2.940 | 3.005 | 2.674 | -108 | 2.566 | 2.619 | 102.2% | 89.0% | 96.0% | 102.1% | 89.1% | | |
| | | 26 | 20 | 21 | 9 | -1 | 8 | 8 | 102.2% | 42.3% | 92.8% | 97.4% | 39.1% | | |
| | | C | 0 | 0 | -23 | -1 | -24 | 0 | . | . | 104.9% | .0% | . | . | |
| | | Subtot. | 50.040 | 51.452 | 48.168 | -3.038 | 45.131 | 45.614 | 102.8% | 93.6% | 93.7% | 101.1% | 91.2% | | |
| | | niet WROOV (6,9) | 6 | 2.538 | 2.538 | 2.758 | -215 | 2.543 | 2.543 | 100.0% | 108.7% | 92.2% | 100.0% | 100.2% | |
| | | | 9 | 16.283 | 16.283 | 17.732 | -877 | 16.855 | 16.855 | 100.0% | 108.9% | 95.1% | 100.0% | 103.5% | |
| | | Subtot. | 18.820 | 18.820 | 20.490 | -1.092 | 19.398 | 19.398 | 100.0% | 108.9% | 94.7% | 100.0% | 103.1% | | |
| Totaal bedrijf | | 68.861 | 70.273 | 68.658 | -4.130 | 64.528 | 65.012 | 102.1% | 97.7% | 94.0% | 100.7% | 94.4% | | | |
| ARRIVA OV TREIN | WROOV kaartgroepen | 1 | 802 | 814 | 775 | 0 | 775 | 932 | 101.5% | 95.2% | 100.0% | 120.3% | 116.2% | | |
| | | 2 | 79 | 83 | 78 | 0 | 78 | 69 | 104.1% | 94.2% | 100.0% | 89.1% | 87.4% | | |
| | | 3 | 1.479 | 1.540 | 1.453 | 0 | 1.453 | 1.591 | 104.2% | 94.3% | 100.0% | 109.5% | 107.6% | | |
| | | 4 | 17 | 18 | 17 | 0 | 17 | 13 | 104.1% | 96.2% | 100.0% | 75.0% | 75.1% | | |
| | | 5 | 876 | 912 | 890 | 0 | 890 | 1.079 | 104.2% | 97.6% | 100.0% | 121.2% | 123.1% | | |
| | | 15 | 72 | 74 | 67 | 0 | 67 | 79 | 102.2% | 91.1% | 100.0% | 116.6% | 108.6% | | |
| | | 26 | 1 | 1 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 112.1% | 48.5% | | |
| | | C | 0 | 0 | 0 | 0 | 0 | 0 | . | . | 100.0% | .0% | . | | |
| | | Subtot. | 3.327 | 3.442 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% | | |
| | | niet WROOV (6,9) | 6 | 0 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | | |
| | | | 9 | 0 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | | |
| | | Subtot. | 0 | 0 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | | |
| | | Totaal bedrijf | | 3.327 | 3.443 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% | |
| | | CONNEXION | WROOV kaartgroepen | 1 | 67.286 | 68.276 | 63.875 | 155 | 64.030 | 63.648 | 101.5% | 93.6% | 100.2% | 99.4% | 94.6% |
| | | | | 2 | 12.123 | 12.622 | 11.578 | -201 | 11.377 | 11.256 | 104.1% | 91.7% | 98.3% | 98.9% | 92.8% |
| 3 | 16.649 | | | 17.341 | 15.607 | 339 | 15.947 | 16.097 | 104.2% | 90.0% | 102.2% | 100.9% | 96.7% | | |
| 4 | 5.813 | | | 6.052 | 5.820 | -269 | 5.551 | 5.434 | 104.1% | 96.2% | 95.4% | 97.9% | 93.5% | | |
| 5 | 13.309 | | | 13.862 | 13.524 | 81 | 13.605 | 13.387 | 104.2% | 97.6% | 100.6% | 98.4% | 100.6% | | |
| 7 | 3.729 | | | 3.883 | 3.494 | 35 | 3.528 | 3.669 | 104.1% | 90.0% | 101.0% | 104.0% | 98.4% | | |
| 8 | 8.422 | | | 8.773 | 9.214 | 227 | 9.441 | 9.762 | 104.2% | 105.0% | 102.5% | 103.4% | 115.9% | | |
| 12 | 55 | | | 55 | 40 | 2 | 41 | 43 | 100.0% | 72.3% | 104.4% | 104.1% | 78.6% | | |
| 15 | 10.193 | | | 10.419 | 9.533 | -56 | 9.476 | 9.205 | 102.2% | 91.5% | 99.4% | 97.1% | 90.3% | | |
| 26 | 55 | | | 56 | 24 | 0 | 24 | 23 | 102.2% | 42.3% | 100.4% | 96.7% | 42.0% | | |
| C | 0 | | | 0 | -443 | 21 | -422 | 0 | . | . | 95.3% | .0% | . | | |
| Subtot. | 137.634 | | | 141.339 | 132.265 | 334 | 132.599 | 132.524 | 102.7% | 93.6% | 100.3% | 99.9% | 96.3% | | |
| niet WROOV (6,9) | 6 | | | 10.541 | 10.541 | 10.263 | -202 | 10.061 | 10.061 | 100.0% | 97.4% | 98.0% | 100.0% | 95.4% | |
| | 9 | | | 36.806 | 36.806 | 35.745 | -29 | 35.716 | 35.716 | 100.0% | 97.1% | 99.9% | 100.0% | 97.0% | |
| Subtot. | 47.347 | | | 47.347 | 46.008 | -231 | 45.777 | 45.777 | 100.0% | 97.2% | 99.5% | 100.0% | 96.7% | | |
| Totaal bedrijf | | 184.980 | 188.686 | 178.273 | 103 | 178.376 | 178.302 | 102.0% | 94.5% | 100.1% | 100.0% | 96.4% | | | |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | kgroep | Opbrengsten jaar | | | | | | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | | |
|----------------|--------------------|------------------|-----------|----------|-----------|-----------|-----------|--------------|----------------|---------------|----------------|---------------|--------|--------|
| | | 2007 A | 2007 B | '08 C | 2008 D | 2008 E | 2008 F | | | | | | | |
| GVB | WROOV kaartgroepen | 1 | 50.998 | 51.747 | 51.202 | 0 | 51.202 | 51.937 | 101.5% | 98.9% | 100.0% | 101.4% | 101.8% | |
| | | 2 | 17.610 | 18.335 | 18.121 | 0 | 18.121 | 17.923 | 104.1% | 98.8% | 100.0% | 98.9% | 101.8% | |
| | | 3 | 3.031 | 3.157 | 2.999 | 0 | 2.999 | 2.820 | 104.2% | 95.0% | 100.0% | 94.1% | 93.0% | |
| | | 4 | 9.043 | 9.415 | 9.054 | 0 | 9.054 | 9.422 | 104.1% | 96.2% | 100.0% | 104.1% | 104.2% | |
| | | 5 | 3.843 | 4.002 | 3.905 | 0 | 3.905 | 3.683 | 104.2% | 97.6% | 100.0% | 94.3% | 95.8% | |
| | | 7 | 4.000 | 4.165 | 3.748 | 0 | 3.747 | 3.665 | 104.1% | 90.0% | 100.0% | 97.8% | 91.6% | |
| | | 8 | 9.030 | 9.407 | 9.994 | -1 | 9.993 | 10.123 | 104.2% | 106.2% | 100.0% | 101.3% | 112.1% | |
| | | 12 | 13 | 13 | 10 | 0 | 10 | 8 | 100.0% | 74.5% | 100.0% | 83.8% | 62.4% | |
| | | 15 | 7.369 | 7.532 | 7.357 | 0 | 7.357 | 7.373 | 102.2% | 97.7% | 100.0% | 100.2% | 100.1% | |
| | | 26 | 40 | 41 | 17 | 0 | 17 | 18 | 102.2% | 42.3% | 100.0% | 103.2% | 44.6% | |
| | | C | 0 | 0 | 387 | 0 | 387 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 104.976 | 107.816 | 106.793 | -1 | 106.792 | 106.972 | 102.7% | 99.1% | 100.0% | 100.2% | 101.9% | |
| | | niet WROOV (6,9) | 6 | 21.231 | 21.231 | 21.945 | 0 | 21.945 | 21.945 | 100.0% | 103.4% | 100.0% | 100.0% | 103.4% |
| | | | 9 | 11.440 | 11.440 | 10.711 | 0 | 10.711 | 10.711 | 100.0% | 93.6% | 100.0% | 100.0% | 93.6% |
| Subtot. | 32.671 | | 32.671 | 32.656 | 0 | 32.656 | 32.656 | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | | |
| Totaal bedrijf | | 137.648 | 140.487 | 139.448 | -1 | 139.447 | 139.627 | 102.1% | 99.3% | 100.0% | 100.1% | 101.4% | | |
| GVU | WROOV kaartgroepen | 1 | 8.554 | 8.680 | 8.597 | 19 | 8.616 | 9.119 | 101.5% | 99.0% | 100.2% | 105.8% | 106.6% | |
| | | 2 | 2.055 | 2.140 | 2.088 | 6 | 2.094 | 2.012 | 104.1% | 97.6% | 100.3% | 96.1% | 97.9% | |
| | | 3 | 217 | 226 | 200 | 0 | 200 | 189 | 104.2% | 88.4% | 100.0% | 94.4% | 86.9% | |
| | | 4 | 767 | 799 | 768 | 0 | 768 | 733 | 104.1% | 96.2% | 100.0% | 95.4% | 95.5% | |
| | | 5 | 87 | 91 | 89 | 0 | 89 | 80 | 104.2% | 97.6% | 100.0% | 89.9% | 91.3% | |
| | | 7 | 982 | 1.023 | 920 | 0 | 920 | 963 | 104.1% | 90.0% | 100.0% | 104.6% | 98.0% | |
| | | 8 | 2.121 | 2.210 | 2.357 | 0 | 2.358 | 2.381 | 104.2% | 106.7% | 100.0% | 101.0% | 112.2% | |
| | | 12 | 40 | 40 | 28 | 0 | 28 | 27 | 100.0% | 68.4% | 100.0% | 97.9% | 67.0% | |
| | | 15 | 1.431 | 1.463 | 1.386 | 10 | 1.396 | 1.388 | 102.2% | 94.8% | 100.7% | 99.5% | 97.0% | |
| | | 26 | 6 | 7 | 3 | 0 | 3 | 3 | 102.2% | 42.3% | 100.3% | 104.0% | 45.1% | |
| | | C | 0 | 0 | 18 | 0 | 18 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 16.262 | 16.678 | 16.455 | 35 | 16.489 | 16.895 | 102.6% | 98.7% | 100.2% | 102.5% | 103.9% | |
| | | niet WROOV (6,9) | 6 | 2.452 | 2.452 | 2.594 | 0 | 2.594 | 2.594 | 100.0% | 105.8% | 100.0% | 100.0% | 105.8% |
| | | | 9 | 1.055 | 1.055 | 1.813 | 0 | 1.813 | 1.813 | 100.0% | 171.8% | 100.0% | 100.0% | 171.8% |
| Subtot. | 3.508 | | 3.508 | 4.407 | 0 | 4.407 | 4.407 | 100.0% | 125.6% | 100.0% | 100.0% | 125.6% | | |
| Totaal bedrijf | | 19.769 | 20.185 | 20.862 | 35 | 20.897 | 21.302 | 102.1% | 103.4% | 100.2% | 101.9% | 107.8% | | |
| HERMES | WROOV kaartgroepen | 1 | 4.091 | 4.151 | 3.527 | 768 | 4.295 | 4.429 | 101.5% | 85.0% | 121.8% | 103.1% | 108.3% | |
| | | 2 | 676 | 704 | 639 | 138 | 777 | 823 | 104.1% | 90.8% | 121.6% | 105.9% | 121.8% | |
| | | 3 | 944 | 983 | 851 | 437 | 1.288 | 1.301 | 104.2% | 86.6% | 151.3% | 101.1% | 137.9% | |
| | | 4 | 206 | 214 | 206 | 43 | 249 | 221 | 104.1% | 96.2% | 120.9% | 88.8% | 107.4% | |
| | | 5 | 396 | 412 | 402 | 111 | 513 | 420 | 104.2% | 97.6% | 127.6% | 81.8% | 106.1% | |
| | | 7 | 299 | 311 | 280 | 60 | 340 | 290 | 104.1% | 90.0% | 121.4% | 85.3% | 97.0% | |
| | | 8 | 558 | 581 | 632 | 138 | 770 | 726 | 104.2% | 108.8% | 121.9% | 94.2% | 130.1% | |
| | | 12 | 10 | 10 | 8 | 3 | 12 | 11 | 100.0% | 83.0% | 142.2% | 90.0% | 106.3% | |
| | | 15 | 527 | 539 | 358 | 70 | 428 | 379 | 102.2% | 66.5% | 119.5% | 88.4% | 71.8% | |
| | | 26 | 3 | 3 | 1 | 0 | 2 | 2 | 102.2% | 42.3% | 127.1% | 90.5% | 49.7% | |
| | | C | 0 | 0 | -53 | -35 | -87 | 0 | . | . | 165.6% | .0% | . | |
| | | Subtot. | 7.710 | 7.909 | 6.853 | 1.734 | 8.587 | 8.602 | 102.6% | 86.6% | 125.3% | 100.2% | 111.6% | |
| | | niet WROOV (6,9) | 6 | 1.324 | 1.324 | 1.261 | 142 | 1.403 | 1.403 | 100.0% | 95.2% | 111.3% | 100.0% | 105.9% |
| | | | 9 | 4.338 | 4.338 | 5.933 | 1.228 | 7.161 | 7.161 | 100.0% | 136.8% | 120.7% | 100.0% | 165.1% |
| Subtot. | 5.663 | | 5.663 | 7.194 | 1.370 | 8.564 | 8.564 | 100.0% | 127.0% | 119.0% | 100.0% | 151.2% | | |
| Totaal bedrijf | | 13.373 | 13.572 | 14.047 | 3.104 | 17.151 | 17.165 | 101.5% | 103.5% | 122.1% | 100.1% | 128.4% | | |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|----------------|---|------------------|---------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|--------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | 2009 |
| | | | A | B | C | D | E | F | | | | | | |
| HTM | WROOV kaartgroepen | 1 | 30.818 | 31.271 | 29.736 | -82 | 29.654 | 28.769 | 101.5% | 95.1% | 99.7% | 97.0% | 93.4% | |
| | | 2 | 8.437 | 8.784 | 8.506 | -30 | 8.476 | 8.704 | 104.1% | 96.8% | 99.6% | 102.7% | 103.2% | |
| | | 3 | 1.008 | 1.050 | 932 | -1 | 931 | 960 | 104.2% | 88.8% | 99.9% | 103.1% | 95.3% | |
| | | 4 | 10.225 | 10.646 | 10.238 | -47 | 10.191 | 10.694 | 104.1% | 96.2% | 99.5% | 104.9% | 104.6% | |
| | | 5 | 1.170 | 1.219 | 1.189 | 2 | 1.190 | 1.065 | 104.2% | 97.6% | 100.1% | 89.5% | 91.1% | |
| | | 7 | 2.284 | 2.378 | 2.140 | -6 | 2.134 | 1.984 | 104.1% | 90.0% | 99.7% | 92.9% | 86.9% | |
| | | 8 | 4.397 | 4.580 | 4.712 | -7 | 4.705 | 4.254 | 104.2% | 102.9% | 99.9% | 90.4% | 96.8% | |
| | | 12 | 6 | 6 | 4 | 0 | 4 | 4 | 100.0% | 68.5% | 99.2% | 99.2% | 67.4% | |
| | | 15 | 5.304 | 5.422 | 5.178 | -4 | 5.175 | 5.274 | 102.2% | 95.5% | 99.9% | 101.9% | 99.4% | |
| | | 26 | 20 | 21 | 9 | 0 | 9 | 10 | 102.2% | 42.3% | 99.7% | 113.9% | 49.1% | |
| | | C | 0 | 0 | 32 | 0 | 32 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 63.669 | 65.376 | 62.676 | -175 | 62.501 | 61.719 | 102.7% | 95.9% | 99.7% | 98.7% | 96.9% | |
| | | niet WROOV (6,9) | 6 | 5.903 | 5.903 | 6.256 | 0 | 6.256 | 6.256 | 100.0% | 106.0% | 100.0% | 100.0% | 106.0% |
| | | | 9 | 4.279 | 4.279 | 5.557 | 0 | 5.557 | 5.557 | 100.0% | 129.9% | 100.0% | 100.0% | 129.9% |
| Subtot. | 10.182 | | 10.182 | 11.812 | 0 | 11.812 | 11.812 | 100.0% | 116.0% | 100.0% | 100.0% | 116.0% | | |
| Totaal bedrijf | | 73.851 | 75.559 | 74.488 | -175 | 74.313 | 73.532 | 102.3% | 98.6% | 99.8% | 98.9% | 99.6% | | |
| NACO | WROOV kaartgroepen | 7 | 2 | 3 | 2 | 0 | 2 | 1 | 104.1% | 90.0% | 100.0% | 31.3% | 29.3% | |
| | | Subtot. | 2 | 3 | 2 | 0 | 2 | 1 | 104.1% | 90.0% | 100.0% | 31.3% | 29.3% | |
| | | niet WROOV (6,9) | 6 | 0 | 0 | 0 | 0 | 0 | 0 | . | 100.0% | 100.0% | . | |
| | | | 9 | 942 | 942 | 883 | 0 | 883 | 883 | 100.0% | 93.8% | 100.0% | 100.0% | 93.8% |
| | | | Subtot. | 942 | 942 | 883 | 0 | 883 | 883 | 100.0% | 93.7% | 100.0% | 100.0% | 93.7% |
| Totaal bedrijf | | 944 | 944 | 885 | 0 | 885 | 883 | 100.0% | 93.7% | 100.0% | 99.8% | 93.6% | | |
| NOVIO | WROOV kaartgroepen | 1 | 2.472 | 2.509 | 2.360 | 0 | 2.360 | 2.111 | 101.5% | 94.1% | 100.0% | 89.5% | 85.4% | |
| | | 2 | 479 | 499 | 438 | 0 | 438 | 400 | 104.1% | 87.7% | 100.0% | 91.5% | 83.5% | |
| | | 3 | 89 | 92 | 82 | 0 | 82 | 82 | 104.2% | 89.2% | 100.0% | 99.6% | 92.5% | |
| | | 4 | 169 | 176 | 169 | 0 | 169 | 135 | 104.1% | 96.2% | 100.0% | 79.7% | 79.8% | |
| | | 5 | 32 | 33 | 32 | 0 | 32 | 48 | 104.2% | 97.6% | 100.0% | 150.0% | 152.4% | |
| | | 7 | 168 | 175 | 157 | 0 | 157 | 169 | 104.1% | 90.0% | 100.0% | 107.5% | 100.7% | |
| | | 8 | 309 | 322 | 346 | 0 | 346 | 352 | 104.2% | 107.7% | 100.0% | 101.5% | 113.9% | |
| | | 12 | 3 | 3 | 2 | 0 | 2 | 2 | 100.0% | 76.7% | 100.0% | 95.1% | 73.0% | |
| | | 15 | 628 | 642 | 510 | 0 | 510 | 369 | 102.2% | 79.5% | 100.0% | 72.4% | 58.8% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 82.5% | 35.7% | |
| | | C | 0 | 0 | 5 | 0 | 5 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.350 | 4.452 | 4.102 | 0 | 4.102 | 3.669 | 102.3% | 92.2% | 100.0% | 89.4% | 84.4% | |
| | | niet WROOV (6,9) | 6 | 478 | 478 | 555 | 0 | 555 | 555 | 100.0% | 116.0% | 100.0% | 100.0% | 116.0% |
| | | | 9 | 2.569 | 2.569 | 2.802 | 0 | 2.802 | 2.802 | 100.0% | 109.1% | 100.0% | 100.0% | 109.1% |
| Subtot. | 3.047 | | 3.047 | 3.357 | 0 | 3.357 | 3.357 | 100.0% | 110.2% | 100.0% | 100.0% | 110.2% | | |
| Totaal bedrijf | | 7.397 | 7.499 | 7.460 | 0 | 7.460 | 7.027 | 101.4% | 99.5% | 100.0% | 94.2% | 95.0% | | |
| NSR | WROOV kaartgroepen | 1 | 2.280 | 2.313 | 2.161 | 0 | 2.161 | 2.332 | 101.5% | 93.4% | 100.0% | 107.9% | 102.3% | |
| | | 2 | 81 | 85 | 87 | 0 | 87 | 65 | 104.1% | 102.1% | 100.0% | 75.5% | 80.3% | |
| | | 3 | 828 | 863 | 829 | 0 | 829 | 769 | 104.2% | 96.1% | 100.0% | 92.8% | 92.8% | |
| | | 4 | 227 | 236 | 227 | 0 | 227 | 200 | 104.1% | 96.2% | 100.0% | 88.2% | 88.3% | |
| | | 5 | 819 | 853 | 832 | 0 | 832 | 846 | 104.2% | 97.6% | 100.0% | 101.7% | 103.3% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 104.2% | 179.2% | 100.0% | .0% | .0% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0% | 71.6% | 100.0% | .0% | .0% | |
| | | 15 | 237 | 242 | 223 | 0 | 223 | 232 | 102.2% | 92.3% | 100.0% | 103.7% | 97.8% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 102.2% | 42.3% | 100.0% | .0% | .0% | |
| | | C | 0 | 0 | -1 | 0 | -1 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.472 | 4.592 | 4.358 | 0 | 4.358 | 4.444 | 102.7% | 94.9% | 100.0% | 102.0% | 99.4% | |
| | | niet WROOV (6,9) | 6 | 207 | 207 | 215 | 0 | 215 | 215 | 100.0% | 104.0% | 100.0% | 100.0% | 104.0% |
| | | | Subtot. | 207 | 207 | 215 | 0 | 215 | 215 | 100.0% | 104.0% | 100.0% | 100.0% | 104.0% |
| | | Totaal bedrijf | | 4.679 | 4.799 | 4.573 | 0 | 4.573 | 4.659 | 102.6% | 95.3% | 100.0% | 101.9% | 99.6% |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|------------------|---|------------------|--------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|--------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | 2009 |
| | | | A | B | C | D | E | F | | | | | | |
| QBUZZ | WROOV kaartgroepen | 1 | 0 | 0 | 0 | 4.206 | 4.206 | 4.242 | . | . | . | 100.9% | . | |
| | | 2 | 0 | 0 | 0 | 637 | 637 | 647 | . | . | . | 101.4% | . | |
| | | 3 | 0 | 0 | 0 | 1.515 | 1.515 | 1.400 | . | . | . | 92.4% | . | |
| | | 4 | 0 | 0 | 0 | 426 | 426 | 434 | . | . | . | 101.9% | . | |
| | | 5 | 0 | 0 | 0 | 806 | 806 | 759 | . | . | . | 94.1% | . | |
| | | 7 | 0 | 0 | 0 | 126 | 126 | 127 | . | . | . | 101.2% | . | |
| | | 8 | 0 | 0 | 0 | 189 | 189 | 190 | . | . | . | 100.3% | . | |
| | | 12 | 0 | 0 | 0 | 1 | 1 | 1 | . | . | . | 106.9% | . | |
| | | 15 | 0 | 0 | 0 | 520 | 520 | 530 | . | . | . | 102.0% | . | |
| | | 26 | 0 | 0 | 0 | 2 | 2 | 2 | . | . | . | 96.1% | . | |
| | | C | 0 | 0 | 0 | 1 | 1 | 0 | . | . | . | .0% | . | |
| | | Subtot. | 0 | 0 | 0 | 8.430 | 8.430 | 8.332 | . | . | . | 98.8% | . | |
| | | niet WROOV (6,9) | 6 | 0 | 0 | 0 | 660 | 660 | 660 | . | . | . | 100.0% | . |
| | | | 9 | 0 | 0 | 0 | 982 | 982 | 982 | . | . | . | 100.0% | . |
| Totaal bedrijf | Subtot. | 0 | 0 | 0 | 1.642 | 1.642 | 1.642 | . | . | . | 100.0% | . | | |
| | | | 0 | 0 | 0 | 10.073 | 10.073 | 9.974 | . | . | . | 99.0% | . | |
| RET | WROOV kaartgroepen | 1 | 31.723 | 32.189 | 29.972 | 19 | 29.991 | 29.704 | 101.5% | 93.1% | 100.1% | 99.0% | 93.6% | |
| | | 2 | 9.538 | 9.931 | 9.554 | 18 | 9.572 | 9.558 | 104.1% | 96.2% | 100.2% | 99.9% | 100.2% | |
| | | 3 | 4.638 | 4.831 | 4.587 | 1 | 4.589 | 4.878 | 104.2% | 95.0% | 100.0% | 106.3% | 105.2% | |
| | | 4 | 7.289 | 7.589 | 7.299 | -5 | 7.294 | 6.774 | 104.1% | 96.2% | 99.9% | 92.9% | 92.9% | |
| | | 5 | 6.451 | 6.719 | 6.555 | -1 | 6.554 | 7.199 | 104.2% | 97.6% | 100.0% | 109.8% | 111.6% | |
| | | 7 | 1.805 | 1.879 | 1.691 | 5 | 1.696 | 1.840 | 104.1% | 90.0% | 100.3% | 108.5% | 101.9% | |
| | | 8 | 3.748 | 3.904 | 4.060 | 2 | 4.062 | 3.959 | 104.2% | 104.0% | 100.1% | 97.5% | 105.6% | |
| | | 12 | 6 | 6 | 5 | 0 | 5 | 4 | 100.0% | 72.5% | 100.1% | 81.6% | 59.3% | |
| | | 15 | 5.844 | 5.974 | 5.157 | 1 | 5.158 | 5.344 | 102.2% | 86.3% | 100.0% | 103.6% | 91.4% | |
| | | 26 | 25 | 26 | 11 | 0 | 11 | 11 | 102.2% | 42.3% | 100.1% | 99.9% | 43.3% | |
| | | C | 0 | 0 | 104 | 0 | 104 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 71.068 | 73.049 | 68.995 | 41 | 69.036 | 69.272 | 102.8% | 94.5% | 100.1% | 100.3% | 97.5% | |
| | | niet WROOV (6,9) | 6 | 7.011 | 7.011 | 7.652 | 0 | 7.652 | 7.652 | 100.0% | 109.1% | 100.0% | 100.0% | 109.1% |
| | | | 9 | 15.203 | 15.203 | 21.348 | 0 | 21.348 | 21.348 | 100.0% | 140.4% | 100.0% | 100.0% | 140.4% |
| Totaal bedrijf | Subtot. | 22.214 | 22.214 | 29.000 | 0 | 29.000 | 29.000 | 100.0% | 130.5% | 100.0% | 100.0% | 130.5% | | |
| | | 93.282 | 95.263 | 97.995 | 41 | 98.036 | 98.272 | 102.1% | 102.9% | 100.0% | 100.2% | 105.3% | | |
| SOV | WROOV kaartgroepen | 15 | 2.965 | 3.031 | 2.720 | 1 | 2.721 | 2.846 | 102.2% | 89.7% | 100.1% | 104.6% | 96.0% | |
| | | C | 0 | 0 | 57 | 0 | 57 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% | |
| Totaal bedrijf | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% | | |
| SSK | niet WROOV (6,9) | 6 | 1 | 1 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | | |
| | | Subtot. | 1 | 1 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | |
| Totaal bedrijf | | 1 | 1 | 0 | 0 | 0 | 0 | 100.0% | .0% | . | . | .0% | | |
| STADSVVERVOER NL | WROOV kaartgroepen | 1 | 1.396 | 1.417 | 1.280 | -1.280 | 0 | 0 | 101.5% | 90.4% | .0% | . | .0% | |
| | | 2 | 203 | 212 | 182 | -182 | 0 | 0 | 104.1% | 86.2% | .0% | . | .0% | |
| | | 3 | 209 | 218 | 188 | -188 | 0 | 0 | 104.2% | 86.2% | .0% | . | .0% | |
| | | 4 | 21 | 22 | 21 | -21 | 0 | 0 | 104.1% | 96.2% | .0% | . | .0% | |
| | | 5 | 247 | 258 | 251 | -251 | 0 | 0 | 104.2% | 97.6% | .0% | . | .0% | |
| | | 7 | 73 | 76 | 68 | -68 | 0 | 0 | 104.1% | 90.0% | .0% | . | .0% | |
| | | 8 | 200 | 208 | 224 | -224 | 0 | 0 | 104.2% | 107.7% | .0% | . | .0% | |
| | | 12 | 1 | 1 | 1 | -1 | 0 | 0 | 100.0% | 79.9% | .0% | . | .0% | |
| | | 15 | 139 | 142 | 123 | -123 | 0 | 0 | 102.2% | 86.5% | .0% | . | .0% | |
| | | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 102.2% | 42.3% | .0% | . | .0% | |
| | | C | 0 | 0 | 1 | -1 | 0 | 0 | . | . | .0% | . | . | |
| | | Subtot. | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% | |
| | | Totaal bedrijf | | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | kgroep | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|----------------|---|------------------|---------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|--------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | 2008 |
| SYNTUS | WROOV kaartgroepen | 1 | 1.864 | 1.892 | 1.896 | 0 | 1.896 | 1.882 | 101.5% | 100.2% | 100.0% | 99.3% | 101.0% | |
| | | 2 | 393 | 410 | 405 | 0 | 405 | 456 | 104.1% | 99.0% | 100.0% | 112.6% | 116.0% | |
| | | 3 | 1.471 | 1.532 | 1.489 | 0 | 1.489 | 1.454 | 104.2% | 97.2% | 100.0% | 97.7% | 98.9% | |
| | | 4 | 42 | 44 | 42 | 0 | 42 | 29 | 104.1% | 96.2% | 100.0% | 68.4% | 68.5% | |
| | | 5 | 570 | 593 | 579 | 0 | 579 | 574 | 104.2% | 97.6% | 100.0% | 99.1% | 100.7% | |
| | | 7 | 61 | 64 | 57 | 0 | 57 | 57 | 104.1% | 90.0% | 100.0% | 99.5% | 93.2% | |
| | | 8 | 73 | 76 | 81 | 0 | 81 | 126 | 104.2% | 106.3% | 100.0% | 155.1% | 171.8% | |
| | | 12 | 4 | 4 | 3 | 0 | 3 | 3 | 100.0% | 75.6% | 100.0% | 110.2% | 83.4% | |
| | | 15 | 213 | 218 | 206 | 0 | 206 | 206 | 102.2% | 94.5% | 100.0% | 100.1% | 96.7% | |
| | | 26 | 2 | 2 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 64.1% | 27.7% | |
| | | C | 0 | 0 | 4 | 0 | 4 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 4.693 | 4.833 | 4.763 | 0 | 4.763 | 4.788 | 103.0% | 98.5% | 100.0% | 100.5% | 102.0% | |
| | | niet WROOV (6,9) | 6 | 394 | 394 | 424 | 0 | 424 | 424 | 100.0% | 107.5% | 100.0% | 100.0% | 107.5% |
| | | | 9 | 1.185 | 1.185 | 1.311 | 0 | 1.311 | 1.311 | 100.0% | 110.6% | 100.0% | 100.0% | 110.6% |
| Totaal bedrijf | Subtot. | 1.579 | 1.579 | 1.734 | 0 | 1.734 | 1.734 | 100.0% | 109.8% | 100.0% | 100.0% | 109.8% | | |
| | | 6.272 | 6.413 | 6.497 | 0 | 6.497 | 6.522 | 102.2% | 101.3% | 100.0% | 100.4% | 104.0% | | |
| TCR | WROOV kaartgroepen | 1 | 4 | 4 | 3 | 0 | 3 | 25 | 101.5% | 83.3% | 100.0% | 718.5% | 607.4% | |
| | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 104.1% | 135.0% | 100.0% | .0% | .0% | |
| | | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 104.2% | 106.5% | 100.0% | .0% | .0% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 104.2% | 121.1% | 100.0% | 2217.7% | 2797.2% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0% | 120.5% | 100.0% | 190.7% | 229.7% | |
| | | 15 | 4 | 4 | 3 | 0 | 3 | 4 | 102.2% | 66.9% | 100.0% | 170.5% | 116.7% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | . | . | . | . | . | |
| | | Subtot. | 8 | 8 | 6 | 0 | 6 | 29 | 101.8% | 75.6% | 100.0% | 484.2% | 372.6% | |
| | | niet WROOV (6,9) | 9 | 80 | 80 | 86 | 0 | 86 | 86 | 100.0% | 107.7% | 100.0% | 100.0% | 107.7% |
| | | | Subtot. | 80 | 80 | 86 | 0 | 86 | 86 | 100.0% | 107.7% | 100.0% | 100.0% | 107.7% |
| Totaal bedrijf | | 88 | 88 | 92 | 0 | 92 | 115 | 100.2% | 104.7% | 100.0% | 125.3% | 131.5% | | |
| VEOLIA | WROOV kaartgroepen | 1 | 12.654 | 12.840 | 12.002 | -2.316 | 9.686 | 9.656 | 101.5% | 93.5% | 80.7% | 99.7% | 76.3% | |
| | | 2 | 2.712 | 2.824 | 2.697 | -337 | 2.360 | 2.350 | 104.1% | 95.5% | 87.5% | 99.5% | 86.6% | |
| | | 3 | 4.428 | 4.612 | 4.320 | -1.130 | 3.190 | 3.083 | 104.2% | 93.7% | 73.8% | 96.7% | 69.6% | |
| | | 4 | 1.070 | 1.114 | 1.072 | -90 | 982 | 789 | 104.1% | 96.2% | 91.6% | 80.3% | 73.7% | |
| | | 5 | 1.939 | 2.019 | 1.970 | -427 | 1.543 | 1.187 | 104.2% | 97.6% | 78.3% | 76.9% | 61.2% | |
| | | 7 | 799 | 832 | 749 | -129 | 620 | 607 | 104.1% | 90.0% | 82.8% | 97.9% | 76.0% | |
| | | 8 | 1.382 | 1.440 | 1.562 | -290 | 1.272 | 1.416 | 104.2% | 108.5% | 81.4% | 111.3% | 102.4% | |
| | | 12 | 40 | 40 | 34 | -5 | 29 | 31 | 100.0% | 83.6% | 86.4% | 105.5% | 76.2% | |
| | | 15 | 2.491 | 2.546 | 2.586 | -312 | 2.275 | 2.269 | 102.2% | 101.6% | 87.9% | 99.8% | 91.1% | |
| | | 26 | 12 | 12 | 5 | -1 | 4 | 4 | 102.2% | 42.3% | 80.1% | 98.0% | 34.0% | |
| | | C | 0 | 0 | -95 | 15 | -80 | 0 | . | . | 84.2% | .0% | . | |
| | | Subtot. | 27.527 | 28.279 | 26.902 | -5.020 | 21.882 | 21.392 | 102.7% | 95.1% | 81.3% | 97.8% | 77.7% | |
| | | niet WROOV (6,9) | 6 | 4.321 | 4.321 | 5.090 | -385 | 4.705 | 4.705 | 100.0% | 117.8% | 92.4% | 100.0% | 108.9% |
| | | | 9 | 14.589 | 14.589 | 18.458 | -1.304 | 17.154 | 17.154 | 100.0% | 126.5% | 92.9% | 100.0% | 117.6% |
| Totaal bedrijf | Subtot. | 18.911 | 18.911 | 23.548 | -1.689 | 21.860 | 21.860 | 100.0% | 124.5% | 92.8% | 100.0% | 115.6% | | |
| | | 46.437 | 47.190 | 50.450 | -6.709 | 43.742 | 43.251 | 101.6% | 106.9% | 86.7% | 98.9% | 93.1% | | |

Tabel 4.4 Vergelijking opbrengsten per bedrijf en per kaartgroep, * 1000 euro

| bedrijf | kgroep | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect | |
|----------------|--------------------|---------------------|---------|---------|-------|---------|---------|--------|--------------|----------------|---------------|----------------|---------------|--------|
| | | Prijspeil | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | | |
| | | Indeling basiselem. | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| VEOLIA VELUWE | WROOV kaartgroepen | 1 | 3.960 | 4.018 | 3.610 | 0 | 3.610 | 3.556 | 101.5% | 89.9% | 100.0% | 98.5% | 89.8% | |
| | | 2 | 411 | 428 | 383 | 0 | 383 | 403 | 104.1% | 89.6% | 100.0% | 105.3% | 98.2% | |
| | | 3 | 1.278 | 1.331 | 1.108 | 0 | 1.108 | 1.070 | 104.2% | 83.3% | 100.0% | 96.5% | 83.7% | |
| | | 4 | 153 | 159 | 153 | 0 | 153 | 176 | 104.1% | 96.2% | 100.0% | 114.7% | 114.9% | |
| | | 5 | 639 | 665 | 649 | 0 | 649 | 630 | 104.2% | 97.6% | 100.0% | 97.0% | 98.6% | |
| | | 7 | 344 | 359 | 323 | 0 | 323 | 317 | 104.1% | 90.0% | 100.0% | 98.3% | 92.1% | |
| | | 8 | 491 | 511 | 547 | 0 | 547 | 526 | 104.2% | 107.0% | 100.0% | 96.1% | 107.1% | |
| | | 12 | 4 | 4 | 3 | 0 | 3 | 3 | 100.0% | 71.3% | 100.0% | 97.6% | 69.6% | |
| | | 15 | 480 | 491 | 436 | 0 | 436 | 398 | 102.2% | 88.8% | 100.0% | 91.3% | 82.9% | |
| | | 26 | 3 | 3 | 1 | 0 | 1 | 1 | 102.2% | 42.3% | 100.0% | 90.5% | 39.1% | |
| | | C | 0 | 0 | 6 | 0 | 6 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 7.762 | 7.969 | 7.220 | 0 | 7.220 | 7.080 | 102.7% | 90.6% | 100.0% | 98.1% | 91.2% | |
| | | niet WROOV (6,9) | 6 | 868 | 868 | 572 | 0 | 572 | 572 | 100.0% | 65.8% | 100.0% | 100.0% | 65.8% |
| | | | 9 | 2.409 | 2.409 | 2.815 | 0 | 2.815 | 2.815 | 100.0% | 116.8% | 100.0% | 100.0% | 116.8% |
| Subtot. | 3.278 | | 3.278 | 3.386 | 0 | 3.386 | 3.386 | 100.0% | 103.3% | 100.0% | 100.0% | 103.3% | | |
| Totaal bedrijf | | 11.040 | 11.246 | 10.607 | 0 | 10.607 | 10.466 | 101.9% | 94.3% | 100.0% | 98.7% | 94.8% | | |
| WATERBUS | WROOV kaartgroepen | 1 | 50 | 51 | 45 | 0 | 45 | 32 | 101.5% | 89.5% | 100.0% | 70.8% | 64.3% | |
| | | 2 | 1 | 2 | 1 | 0 | 1 | 2 | 104.1% | 96.1% | 100.0% | 120.6% | 120.6% | |
| | | 3 | 1 | 1 | 1 | 0 | 1 | 1 | 104.2% | 91.7% | 100.0% | 76.0% | 72.6% | |
| | | 4 | 6 | 6 | 6 | 0 | 6 | 24 | 104.1% | 96.2% | 100.0% | 418.8% | 419.3% | |
| | | 7 | 1 | 1 | 1 | 0 | 1 | 18 | 104.1% | 90.0% | 100.0% | 2500.0% | 2342.4% | |
| | | 8 | 9 | 9 | 10 | 0 | 10 | 4 | 104.2% | 107.9% | 100.0% | 37.5% | 42.1% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 100.0% | 17.6% | 100.0% | 147.5% | 25.9% | |
| | | 15 | 8 | 8 | 6 | 0 | 6 | 7 | 102.2% | 74.9% | 100.0% | 108.3% | 83.0% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 102.2% | 42.3% | 100.0% | 68.8% | 29.7% | |
| | | C | 0 | 0 | 0 | 0 | 0 | 0 | . | . | 100.0% | .0% | . | |
| | | Subtot. | 76 | 78 | 70 | 0 | 70 | 87 | 102.2% | 90.7% | 100.0% | 124.0% | 115.0% | |
| | | niet WROOV (6,9) | 9 | 2.073 | 2.073 | 2.100 | 0 | 2.100 | 2.100 | 100.0% | 101.3% | 100.0% | 100.0% | 101.3% |
| | | | Subtot. | 2.073 | 2.073 | 2.100 | 0 | 2.100 | 2.100 | 100.0% | 101.3% | 100.0% | 100.0% | 101.3% |
| | | Totaal bedrijf | | 2.149 | 2.151 | 2.171 | 0 | 2.171 | 2.188 | 100.1% | 100.9% | 100.0% | 100.8% | 101.8% |
| Totaal | | 679.555 | 693.383 | 684.906 | 0 | 684.906 | 684.906 | 102.0% | 98.8% | 100.0% | 100.0% | 100.8% | | |

Tabel 4.5 Vergelijking opbrengsten per kaartgroep, * 1000 euro

| Opbrengsten jaar | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
|---------------------|---------|---------|---------|---------|------|---------|---------|--------|---------|--------|---------|--------|
| Prijspeil | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| Lijnennet november | | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| Indeling basiselem. | | 2008 | 2008 | 2008 | E-C | '09 | 2009 | Prijs | Verkoop | Indel. | Sleutel | Totaal |
| Sleutels november | kaart | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | effect | effect | effect | effect | effect |
| | groep | A | B | C | D | E | F | | | | | |
| WROOV kaartgroepen | 1 | 241.609 | 245.162 | 232.544 | 0 | 232.544 | 232.544 | 101.5% | 94.9% | 100.0% | 100.0% | 96.2% |
| | 2 | 56.922 | 59.264 | 56.778 | 0 | 56.778 | 56.778 | 104.1% | 95.8% | 100.0% | 100.0% | 99.7% |
| | 3 | 47.578 | 49.555 | 45.453 | 0 | 45.453 | 45.453 | 104.2% | 91.7% | 100.0% | 100.0% | 95.5% |
| | 4 | 35.787 | 37.260 | 35.832 | 0 | 35.832 | 35.832 | 104.1% | 96.2% | 100.0% | 100.0% | 100.1% |
| | 5 | 38.488 | 40.087 | 39.109 | 0 | 39.109 | 39.109 | 104.2% | 97.6% | 100.0% | 100.0% | 101.6% |
| | 7 | 15.566 | 16.209 | 14.585 | 0 | 14.585 | 14.585 | 104.1% | 90.0% | 100.0% | 100.0% | 93.7% |
| | 8 | 31.850 | 33.180 | 34.977 | 0 | 34.977 | 34.977 | 104.2% | 105.4% | 100.0% | 100.0% | 109.8% |
| | 12 | 196 | 196 | 147 | 0 | 147 | 147 | 100.0% | 74.9% | 100.0% | 100.0% | 74.9% |
| | 15 | 40.843 | 41.751 | 38.522 | 0 | 38.522 | 38.522 | 102.2% | 92.3% | 100.0% | 100.0% | 94.3% |
| | 26 | 192 | 196 | 83 | 0 | 83 | 83 | 102.2% | 42.3% | 100.0% | 100.0% | 43.3% |
| | C | 0 | 0 | 0 | 0 | 0 | 0 | . | . | . | . | . |
| | Subtot. | 509.031 | 522.860 | 498.029 | 0 | 498.029 | 498.029 | 102.7% | 95.3% | 100.0% | 100.0% | 97.8% |
| niet WROOV (6,9) | 6 | 57.271 | 57.271 | 59.584 | 0 | 59.584 | 59.584 | 100.0% | 104.0% | 100.0% | 100.0% | 104.0% |
| | 9 | 113.253 | 113.253 | 127.294 | 0 | 127.294 | 127.294 | 100.0% | 112.4% | 100.0% | 100.0% | 112.4% |
| | Subtot. | 170.523 | 170.523 | 186.877 | 0 | 186.877 | 186.877 | 100.0% | 109.6% | 100.0% | 100.0% | 109.6% |
| Totaal | | 679.555 | 693.383 | 684.906 | 0 | 684.906 | 684.906 | 102.0% | 98.8% | 100.0% | 100.0% | 100.8% |

Tabel 4.6 Vergelijking opbrengsten per overheid per basiselement, * 1000 euro

| overheid | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|--------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| BRU | 542 | BRU-GVU-UT | 15.968 | 16.377 | 16.170 | 35 | 16.204 | 16.592 | 102.6% | 98.7% | 100.2% | 102.4% | 103.9% |
| | 54B | BRU-CXX-SNELTRAM | 6.148 | 6.305 | 6.054 | 0 | 6.054 | 5.962 | 102.6% | 96.0% | 100.0% | 98.5% | 97.0% |
| | 54G | BRU-CXX-HEUVELRUG | 6.513 | 6.670 | 6.343 | -2.449 | 3.894 | 4.184 | 102.4% | 95.1% | 61.4% | 107.5% | 64.2% |
| | 54H | BRU-CXX-ZUID | 3.461 | 3.554 | 3.384 | -399 | 2.985 | 3.071 | 102.7% | 95.2% | 88.2% | 102.9% | 88.7% |
| | 54L | BRU-CXX-WIJK BIJ DUURSTED | 0 | 0 | 0 | 1.460 | 1.460 | 1.740 | . | . | . | 119.2% | . |
| | 54M | BRU-CXX-SPITSLIJNEN | 0 | 0 | 0 | 519 | 519 | 665 | . | . | . | 127.9% | . |
| | 940 | BRU-GVU-KG15SOV | 294 | 300 | 285 | 0 | 285 | 303 | 102.2% | 94.9% | 100.0% | 106.2% | 103.0% |
| Totaal overheid | | | 32.384 | 33.207 | 32.236 | -834 | 31.402 | 32.516 | 102.5% | 97.1% | 97.4% | 103.5% | 100.4% |
| DRENTHE | 73H | DR-CXX-Z-O-DRENTHE | 639 | 657 | 624 | 0 | 624 | 584 | 102.8% | 95.0% | 100.0% | 93.6% | 91.4% |
| | 73J | DR-CXX-NOOD | 356 | 366 | 341 | 0 | 341 | 443 | 102.6% | 93.3% | 100.0% | 129.9% | 124.4% |
| | 73S | DR-ARR-GR-GR-DR | 3.021 | 3.110 | 2.947 | -163 | 2.784 | 3.001 | 102.9% | 94.8% | 94.5% | 107.8% | 99.3% |
| | 73T | DR-ARR-NRD-DR | 541 | 554 | 520 | 0 | 520 | 548 | 102.4% | 93.8% | 100.0% | 105.4% | 101.3% |
| Totaal overheid | | | 4.557 | 4.687 | 4.432 | -163 | 4.268 | 4.575 | 102.8% | 94.6% | 96.3% | 107.2% | 100.4% |
| FLEVOLAND | 481 | FL-CXX-ALMERE | 5.588 | 5.745 | 5.569 | 0 | 5.569 | 5.777 | 102.8% | 96.9% | 100.0% | 103.7% | 103.4% |
| | 487 | FL-CXX-LELYSTAD | 659 | 677 | 631 | 0 | 631 | 582 | 102.7% | 93.2% | 100.0% | 92.3% | 88.4% |
| | 76N | FL-CXX-ALMERE-STR | 2.158 | 2.227 | 2.148 | 0 | 2.148 | 1.951 | 103.2% | 96.5% | 100.0% | 90.8% | 90.4% |
| | 76Q | FL-CXX-IJSELMOND | 3.302 | 3.400 | 3.153 | 0 | 3.153 | 3.062 | 103.0% | 92.7% | 100.0% | 97.1% | 92.7% |
| | 76R | FL-CXX-LIJN 315 | 111 | 114 | 109 | 0 | 109 | 146 | 103.0% | 95.3% | 100.0% | 133.4% | 131.0% |
| Totaal overheid | | | 11.818 | 12.163 | 11.611 | 0 | 11.611 | 11.517 | 102.9% | 95.5% | 100.0% | 99.2% | 97.5% |
| FRIESLAND | 722 | FR-CXX-LEEUWARDEN | 360 | 368 | 373 | 0 | 373 | 392 | 102.3% | 101.3% | 100.0% | 105.2% | 109.0% |
| | 72J | FR-QBZ-ZUIDOOST | 0 | 0 | 0 | 3.169 | 3.169 | 3.222 | . | . | . | 101.6% | . |
| | 72K | FR-CXX-NRD-ZDW | 4.567 | 4.707 | 4.722 | 128 | 4.849 | 5.070 | 103.0% | 100.3% | 102.7% | 104.5% | 111.0% |
| | 72L | FR-CXX-LIJN 315 | 60 | 62 | 60 | 0 | 60 | 75 | 103.4% | 97.4% | 100.0% | 125.1% | 126.0% |
| | 72Q | FR-ARR-TERSCHELLING | 23 | 23 | 25 | 0 | 25 | 5 | 101.8% | 108.9% | 100.0% | 21.1% | 23.4% |
| | 72R | FR-ARR-AMELAND | 29 | 29 | 27 | 0 | 27 | 39 | 101.6% | 93.0% | 100.0% | 144.7% | 136.9% |
| | 72S | FR-ARR-SCHIERMONNIKOOG | 31 | 32 | 31 | 0 | 31 | 10 | 101.7% | 97.1% | 100.0% | 32.3% | 31.9% |
| | 72T | FR-ARR-ZUIDOOST | 3.097 | 3.182 | 3.006 | -3.006 | 0 | 0 | 102.7% | 94.5% | .0% | . | .0% |
| | 72W | FR-TCR-VLIELAND | 8 | 8 | 6 | 0 | 6 | 29 | 101.8% | 75.6% | 100.0% | 484.2% | 372.6% |
| Totaal overheid | | | 8.174 | 8.410 | 8.250 | 291 | 8.540 | 8.842 | 102.9% | 98.1% | 103.5% | 103.5% | 108.2% |
| GELDERLAND | 755 | GE-VL VELUWE-APELD | 635 | 656 | 639 | 0 | 639 | 615 | 103.3% | 97.3% | 100.0% | 96.2% | 96.8% |
| | 75H | GE-SYNT-ACHTERH-TRN | 1.085 | 1.124 | 1.095 | 0 | 1.095 | 1.063 | 103.6% | 97.4% | 100.0% | 97.1% | 98.0% |
| | 75J | GE-SYNT-ACHTERH-BUS | 1.752 | 1.798 | 1.812 | 0 | 1.812 | 1.806 | 102.6% | 100.8% | 100.0% | 99.7% | 103.1% |
| | 75K | GE-SYNT-ZHO-BUS | 545 | 558 | 560 | 0 | 560 | 614 | 102.3% | 100.3% | 100.0% | 109.7% | 112.7% |
| | 75L | GE-SYNT-ZHO-TRN | 40 | 41 | 42 | 0 | 42 | 50 | 103.1% | 101.2% | 100.0% | 120.6% | 125.9% |
| | 75M | GE-ARR-RIVIERENLAND | 923 | 949 | 903 | 0 | 903 | 883 | 102.8% | 95.2% | 100.0% | 97.8% | 95.6% |
| | 75N | GE-VL VELUWE-STR | 7.127 | 7.312 | 6.582 | 0 | 6.582 | 6.465 | 102.6% | 90.0% | 100.0% | 98.2% | 90.7% |
| | 75P | GE-NSR-APELD-ZUTPH | 175 | 182 | 188 | 0 | 188 | 186 | 103.9% | 103.5% | 100.0% | 99.2% | 106.6% |
| Totaal overheid | | | 12.283 | 12.621 | 11.821 | 0 | 11.821 | 11.683 | 102.7% | 93.7% | 100.0% | 98.8% | 95.1% |
| GRONINGEN | 060 | GR-ARR-GR (STAD) | 1.832 | 1.876 | 1.763 | 0 | 1.763 | 1.768 | 102.4% | 94.0% | 100.0% | 100.3% | 96.5% |
| | 71L | GR-CXX-LIJN 315 | 37 | 38 | 37 | 0 | 37 | 41 | 103.4% | 96.7% | 100.0% | 111.5% | 111.5% |
| | 71M | GR-ARR-STR | 8.091 | 8.315 | 7.893 | 0 | 7.893 | 7.693 | 102.8% | 94.9% | 100.0% | 97.5% | 95.1% |
| | 71N | GR-ARR OV TRN | 3.313 | 3.428 | 3.267 | 0 | 3.267 | 3.747 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% |
| | 71P | GR-ARR-FRIESE GRENSL | 247 | 253 | 241 | 0 | 241 | 223 | 102.7% | 95.1% | 100.0% | 92.5% | 90.3% |
| | 71Z | GR-ARR OV TRN-INT | 14 | 14 | 14 | 0 | 14 | 16 | 101.6% | 98.9% | 100.0% | 116.6% | 117.1% |
| Totaal overheid | | | 13.533 | 13.925 | 13.214 | 0 | 13.214 | 13.488 | 102.9% | 94.9% | 100.0% | 102.1% | 99.7% |

Tabel 4.6 Vergelijking opbrengsten per overheid per basiselement, * 1000 euro

| overheid | basis elem. | Opbrengsten jaar Prijspeil Lijnnet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|--------|--------|--------|------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| HAAGLANDEN | 522 | HAAGL-HTM-DEN HAAG-BUS | 11.067 | 11.374 | 10.840 | -173 | 10.667 | 10.102 | 102.8% | 95.3% | 98.4% | 94.7% | 91.3% |
| | 523 | HAAGL-HTM-DEN HAAG-TRAM | 34.683 | 35.646 | 34.591 | 0 | 34.591 | 36.275 | 102.8% | 97.0% | 100.0% | 104.9% | 104.6% |
| | 524 | HAAGL-CXX-DELFT | 735 | 752 | 728 | 0 | 728 | 755 | 102.3% | 96.8% | 100.0% | 103.7% | 102.7% |
| | 526 | HAAGL-CXX-ZOETERMEER | 230 | 237 | 232 | 0 | 232 | 293 | 103.0% | 98.0% | 100.0% | 126.1% | 127.3% |
| | 527 | HAAGL-HTM-RR | 17.459 | 17.887 | 16.792 | 0 | 16.792 | 14.873 | 102.4% | 93.9% | 100.0% | 88.6% | 85.2% |
| | 529 | HAAGL-RET-RR | 1.437 | 1.478 | 1.377 | 0 | 1.377 | 2.267 | 102.8% | 93.2% | 100.0% | 164.6% | 157.7% |
| | 52A | HAAGL-CXX-STREEK | 8.356 | 8.590 | 8.092 | 173 | 8.265 | 7.731 | 102.8% | 94.2% | 102.1% | 93.5% | 92.5% |
| | 920 | HAAGL-HTM-KG15SOV | 459 | 469 | 453 | -453 | 0 | 0 | 102.2% | 96.4% | .0% | . | .0% |
| | 921 | HAAGL-RET-KG15SOV | 15 | 15 | 14 | 0 | 14 | 11 | 102.2% | 88.0% | 100.0% | 80.9% | 72.8% |
| | 922 | HAAGL-HTM-BUS-KG15SOV | 0 | 0 | 0 | 70 | 70 | 52 | . | . | . | 74.3% | . |
| | 923 | HAAGL-HTM-RAIL-KG15SOV | 0 | 0 | 0 | 381 | 381 | 417 | . | . | . | 109.5% | . |
| Totaal overheid | | | 74.442 | 76.449 | 73.119 | -2 | 73.117 | 72.776 | 102.7% | 95.6% | 100.0% | 99.5% | 97.8% |
| LIMBURG | 83F | LI-VL-NRD/MIDD-LI-BUS | 3.377 | 3.464 | 3.295 | -103 | 3.191 | 3.126 | 102.6% | 95.1% | 96.9% | 97.9% | 92.6% |
| | 83G | LI-VL-ZD-LI-BUS | 7.323 | 7.516 | 8.256 | 103 | 8.359 | 8.228 | 102.6% | 109.9% | 101.3% | 98.4% | 112.4% |
| | 83H | LI-VL-ZD-LI-TREIN | 198 | 204 | 239 | 0 | 239 | 425 | 103.4% | 117.0% | 100.0% | 177.4% | 214.7% |
| | 971 | LI-VL-ZD-LI-KG15SOV | 21 | 22 | 29 | 0 | 29 | 42 | 102.2% | 132.6% | 100.0% | 144.7% | 196.2% |
| Totaal overheid | | | 10.919 | 11.206 | 11.819 | 0 | 11.819 | 11.820 | 102.6% | 105.5% | 100.0% | 100.0% | 108.3% |
| NOORD-BRABANT | 224 | NB-VL-MIDD-TILBURG | 1.449 | 1.486 | 1.362 | 0 | 1.362 | 1.418 | 102.5% | 91.7% | 100.0% | 104.1% | 97.9% |
| | 225 | NB-VL-WEST-BREDA | 1.311 | 1.343 | 1.082 | 0 | 1.082 | 1.071 | 102.4% | 80.5% | 100.0% | 99.0% | 81.7% |
| | 226 | NB-VL-WEST-ROOSENDAAL | 175 | 179 | 151 | 0 | 151 | 172 | 102.4% | 84.5% | 100.0% | 113.4% | 98.2% |
| | 80J | NB-VL-WEST-VERBIND | 2.805 | 2.890 | 2.496 | 0 | 2.496 | 2.417 | 103.0% | 86.4% | 100.0% | 96.8% | 86.2% |
| | 80K | NB-VL-MIDD-VERBIND | 1.148 | 1.180 | 1.018 | 15 | 1.032 | 985 | 102.8% | 86.2% | 101.4% | 95.4% | 85.8% |
| | 80N | NB-VL-WEST-ONTSLUI | 2.266 | 2.336 | 2.044 | 0 | 2.044 | 1.808 | 103.1% | 87.5% | 100.0% | 88.5% | 79.8% |
| | 80P | NB-VL-MIDD-ONTSLUI | 804 | 826 | 705 | 17 | 723 | 717 | 102.7% | 85.3% | 102.5% | 99.3% | 89.2% |
| | 80S | NB-VL-WEST-BRTBUS | 0 | 0 | 0 | 0 | 0 | 2 | . | . | . | . | . |
| | 80T | NB-VL-MIDD-BRTBUS | 2 | 3 | 2 | 0 | 2 | 0 | 104.1% | 90.0% | 100.0% | .0% | .0% |
| | 80W | NB-VL-INTERLINER | 50 | 52 | 47 | 0 | 47 | 32 | 104.1% | 90.0% | 100.0% | 67.4% | 63.1% |
| | 821 | NB-VL-WEST-BERGEN OP ZOOM | 121 | 124 | 94 | 0 | 94 | 104 | 102.3% | 76.1% | 100.0% | 109.9% | 85.5% |
| | 828 | NB-ARR-NO-OSS | 2 | 2 | 2 | 0 | 2 | 25 | 101.8% | 89.8% | 100.0% | 1212.3% | 1108.3% |
| | 829 | NB-ARR-MEIERIJ-DEN BOSCH | 1.415 | 1.450 | 1.168 | 0 | 1.168 | 1.080 | 102.5% | 80.6% | 100.0% | 92.5% | 76.3% |
| | 82L | NB-ARR-MEIERIJ-VERBIND | 429 | 440 | 370 | 0 | 370 | 491 | 102.6% | 84.1% | 100.0% | 132.7% | 114.5% |
| | 82M | NB-ARR-NO-VERBIND | 630 | 649 | 520 | 34 | 554 | 669 | 103.0% | 80.2% | 106.5% | 120.8% | 106.1% |
| | 82Q | NB-ARR-MEIERIJ-ONTSLUIT | 300 | 308 | 245 | 98 | 344 | 287 | 102.7% | 79.7% | 140.0% | 83.5% | 95.6% |
| | 82R | NB-ARR-NO-ONTSLUIT | 403 | 415 | 343 | 0 | 343 | 395 | 103.1% | 82.6% | 100.0% | 115.1% | 97.9% |
| Totaal overheid | | | 13.312 | 13.683 | 11.650 | 164 | 11.814 | 11.673 | 102.8% | 85.1% | 101.4% | 98.8% | 87.7% |
| NOORD-HOLLAND | 321 | NH-CXX-ALKMAAR | 558 | 574 | 539 | 0 | 539 | 572 | 102.7% | 94.0% | 100.0% | 106.0% | 102.4% |
| | 329 | NH-CXX-HAARLEM-ZUIDTANGENT | 1.470 | 1.508 | 1.409 | 0 | 1.409 | 1.372 | 102.5% | 93.5% | 100.0% | 97.4% | 93.3% |
| | 78B | NH-CXX-GOOI- EN VECHTSTR | 3.515 | 3.603 | 3.422 | 0 | 3.422 | 3.474 | 102.5% | 95.0% | 100.0% | 101.5% | 98.8% |
| | 78G | NH-NACO | 2 | 3 | 2 | 0 | 2 | 1 | 104.1% | 90.0% | 100.0% | 31.3% | 29.3% |
| | 78N | NH-CXX-HAARLEM-IJMOND | 7.531 | 7.720 | 7.236 | 254 | 7.489 | 7.198 | 102.5% | 93.7% | 103.5% | 96.1% | 95.6% |
| | 78Q | NH-CXX-NH-NRD | 5.237 | 5.368 | 5.097 | -512 | 4.585 | 4.353 | 102.5% | 94.9% | 90.0% | 94.9% | 83.1% |
| Totaal overheid | | | 18.314 | 18.776 | 17.706 | -258 | 17.447 | 16.970 | 102.5% | 94.3% | 98.5% | 97.3% | 92.7% |
| NSR | 610 | NSR-ADAM | 1.280 | 1.308 | 1.248 | 0 | 1.248 | 1.278 | 102.2% | 95.4% | 100.0% | 102.4% | 99.8% |
| | 620 | NSR-RDAM | 2.330 | 2.393 | 2.240 | 0 | 2.240 | 2.302 | 102.7% | 93.6% | 100.0% | 102.8% | 98.8% |
| | 630 | NSR-UT | 96 | 98 | 96 | 0 | 96 | 78 | 101.8% | 97.7% | 100.0% | 81.7% | 81.3% |
| | 640 | NSR-DEN HAAG | 423 | 437 | 424 | 0 | 424 | 418 | 103.4% | 96.9% | 100.0% | 98.7% | 98.9% |
| | 670 | NSR-MAASTRICHT | 3 | 3 | 3 | 0 | 3 | 9 | 104.1% | 108.7% | 100.0% | 296.8% | 336.0% |
| | 950 | NSR-KG15SOV | 40 | 41 | 38 | 0 | 38 | 39 | 102.2% | 92.5% | 100.0% | 103.6% | 98.0% |
| Totaal overheid | | | 4.172 | 4.280 | 4.048 | 0 | 4.048 | 4.124 | 102.6% | 94.6% | 100.0% | 101.9% | 98.8% |

Tabel 4.6 Vergelijking opbrengsten per overheid per basiselement, * 1000 euro

| overheid | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|---------|---------|---------|--------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| OVERIJSSEL | 489 | OV-CXX-ZWOLLE | 1.348 | 1.382 | 1.300 | 0 | 1.300 | 1.316 | 102.5% | 94.0% | 100.0% | 101.2% | 97.6% |
| | 74A | OV-CXX-IJSSELMOND | 2.163 | 2.232 | 2.099 | 0 | 2.099 | 2.029 | 103.2% | 94.0% | 100.0% | 96.7% | 93.8% |
| | 74F | OV-CXX-SALLAND | 1.270 | 1.306 | 1.213 | 0 | 1.213 | 1.193 | 102.8% | 92.9% | 100.0% | 98.3% | 93.9% |
| | 74J | OV-CXX-NOOD | 1.254 | 1.295 | 1.210 | 0 | 1.210 | 1.301 | 103.2% | 93.4% | 100.0% | 107.6% | 103.7% |
| | 74K | OV-NSR-ZWOLLE-KAMPEN | 125 | 130 | 122 | 0 | 122 | 134 | 104.2% | 93.7% | 100.0% | 109.5% | 106.8% |
| Totaal overheid | | | 6.161 | 6.345 | 5.943 | 0 | 5.943 | 5.972 | 103.0% | 93.7% | 100.0% | 100.5% | 96.9% |
| SAN | 562 | SAN-CXX-NRD-TROLLEY | 3.308 | 3.398 | 3.094 | 0 | 3.094 | 2.933 | 102.7% | 91.1% | 100.0% | 94.8% | 88.7% |
| | 563 | SAN-NOV-ZUID-NIJMEG | 4.254 | 4.354 | 4.015 | 0 | 4.015 | 3.515 | 102.3% | 92.2% | 100.0% | 87.5% | 82.6% |
| | 569 | SAN-NOV-ZUID-INT | 20 | 20 | 19 | 0 | 19 | 34 | 102.4% | 91.4% | 100.0% | 180.5% | 169.0% |
| | 56B | SAN-HERM-ZUID | 2.313 | 2.376 | 2.178 | 0 | 2.178 | 2.526 | 102.7% | 91.7% | 100.0% | 116.0% | 109.2% |
| | 56H | SAN-SYNT-ARNH-ZEVEN-TRN | 667 | 690 | 648 | 0 | 648 | 648 | 103.5% | 93.8% | 100.0% | 100.1% | 97.2% |
| | 56N | SAN-CXX-NRD-BUS | 5.553 | 5.697 | 5.234 | 0 | 5.234 | 5.420 | 102.6% | 91.9% | 100.0% | 103.6% | 97.6% |
| | 930 | SAN-NOV-KG15SOV | 76 | 77 | 69 | 0 | 69 | 121 | 102.2% | 89.0% | 100.0% | 175.9% | 160.0% |
| Totaal overheid | | | 16.191 | 16.613 | 15.257 | 0 | 15.257 | 15.198 | 102.6% | 91.8% | 100.0% | 99.6% | 93.9% |
| SOV | SOV | SOV | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| Totaal overheid | | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| SRA | 499 | SRA-GVB-ADAM-STERNET | 941 | 967 | 947 | 0 | 947 | 899 | 102.8% | 97.9% | 100.0% | 94.9% | 95.5% |
| | 502 | SRA-GVB-ADAM-TRAM | 42.487 | 43.543 | 42.921 | 0 | 42.921 | 44.239 | 102.5% | 98.6% | 100.0% | 103.1% | 104.1% |
| | 503 | SRA-GVB-ADAM-METRO | 28.721 | 29.570 | 29.648 | -1 | 29.647 | 28.856 | 103.0% | 100.3% | 100.0% | 97.3% | 100.5% |
| | 508 | SRA-GVB-ADAM-SNELTRAM | 10.812 | 11.124 | 10.967 | 0 | 10.967 | 10.311 | 102.9% | 98.6% | 100.0% | 94.0% | 95.4% |
| | 509 | SRA-GVB-ADAM-BUS-ALG | 21.113 | 21.690 | 21.397 | 0 | 21.397 | 21.681 | 102.7% | 98.7% | 100.0% | 101.3% | 102.7% |
| | 50P | SRA-CXX-STERNET | 908 | 931 | 880 | 137 | 1.017 | 1.158 | 102.5% | 94.6% | 115.5% | 113.9% | 127.5% |
| | 50Q | SRA-CXX-ZUIDTANG | 5.516 | 5.664 | 5.081 | 554 | 5.635 | 6.019 | 102.7% | 89.7% | 110.9% | 106.8% | 109.1% |
| | 50R | SRA-CXX-ZAANSTR | 3.242 | 3.326 | 3.282 | 0 | 3.282 | 3.834 | 102.6% | 98.7% | 100.0% | 116.8% | 118.3% |
| | 50T | SRA-CXX-AMSTEL/MEERL | 9.078 | 9.326 | 8.197 | -428 | 7.769 | 8.375 | 102.7% | 87.9% | 94.8% | 107.8% | 92.3% |
| | 50U | SRA-CXX-SPITSL ALMERE | 1.162 | 1.203 | 1.128 | -130 | 997 | 1.021 | 103.6% | 93.7% | 88.4% | 102.3% | 87.9% |
| | 50W | SRA-ARR-WATERLAND | 17.002 | 17.496 | 16.542 | 0 | 16.542 | 16.537 | 102.9% | 94.5% | 100.0% | 100.0% | 97.3% |
| | 900 | SRA-GVB-KG15SOV | 902 | 923 | 912 | 0 | 912 | 987 | 102.2% | 98.9% | 100.0% | 108.2% | 109.3% |
| Totaal overheid | | | 141.884 | 145.761 | 141.904 | 131 | 142.034 | 143.916 | 102.7% | 97.4% | 100.1% | 101.3% | 101.4% |
| SRE | 551 | SRE-HERM-EINDHOVEN | 4.243 | 4.347 | 3.681 | 0 | 3.681 | 3.386 | 102.4% | 84.7% | 100.0% | 92.0% | 79.8% |
| | 552 | SRE-HERM-HELMOND | 42 | 43 | 37 | 0 | 37 | 62 | 102.3% | 85.7% | 100.0% | 169.3% | 148.4% |
| | 55A | SRE-HERM-PEEL-STR | 1.111 | 1.144 | 957 | 43 | 1.000 | 994 | 102.9% | 83.7% | 104.5% | 99.4% | 89.5% |
| | 55B | SRE-BBA-ALG | 2.170 | 2.230 | 1.898 | -1.898 | 0 | 0 | 102.7% | 85.1% | .0% | .0% | .0% |
| | 55K | SRE-HERM-KEMPEN | 0 | 0 | 0 | 1.691 | 1.691 | 1.634 | . | . | . | 96.6% | . |
| Totaal overheid | | | 7.567 | 7.764 | 6.573 | -164 | 6.409 | 6.076 | 102.6% | 84.7% | 97.5% | 94.8% | 80.3% |
| SRR | 511 | SRR-RET-RDAM-BUS | 7.596 | 7.802 | 7.382 | 191 | 7.573 | 7.225 | 102.7% | 94.6% | 102.6% | 95.4% | 95.1% |
| | 512 | SRR-RET-RDAM-TRAM | 18.159 | 18.647 | 17.673 | 0 | 17.673 | 16.945 | 102.7% | 94.8% | 100.0% | 95.9% | 93.3% |
| | 513 | SRR-RET-RDAM-METRO | 40.925 | 42.096 | 39.792 | -1 | 39.791 | 40.117 | 102.9% | 94.5% | 100.0% | 100.8% | 98.0% |
| | 514 | SRR-RET-SCHIEDAM/VLAARD | 1.292 | 1.324 | 1.242 | -150 | 1.092 | 1.129 | 102.5% | 93.8% | 87.9% | 103.4% | 87.4% |
| | 517 | SRR-RET-RR | 860 | 883 | 825 | 0 | 825 | 847 | 102.8% | 93.4% | 100.0% | 102.7% | 98.5% |
| | 51D | SRR-CXX | 5.569 | 5.715 | 5.354 | -5.302 | 52 | 16 | 102.6% | 93.7% | 1.0% | 30.3% | .3% |
| | 51E | SRR-CXX-VOORNE PUTTEN | 4.000 | 4.110 | 3.797 | 0 | 3.797 | 3.508 | 102.7% | 92.4% | 100.0% | 92.4% | 87.7% |
| | 51J | SRR-QBZ | 0 | 0 | 0 | 5.261 | 5.261 | 5.110 | . | . | . | 97.1% | . |
| | 910 | SRR-RET-KG15SOV | 785 | 802 | 691 | -691 | 0 | 0 | 102.2% | 86.2% | .0% | . | .0% |
| | 911 | SRR-RET-BUS-KG15SOV | 0 | 0 | 0 | 67 | 67 | 98 | . | . | . | 147.2% | . |
| | 912 | SRR-RET-RAIL-KG15SOV | 0 | 0 | 0 | 625 | 625 | 634 | . | . | . | 101.4% | . |
| Totaal overheid | | | 79.184 | 81.381 | 76.755 | -1 | 76.755 | 75.628 | 102.8% | 94.3% | 100.0% | 98.5% | 95.5% |

Tabel 4.6 Vergelijking opbrengsten per overheid per basiselement, * 1000 euro

| overheid | basis elem. | Opbrengsten jaar Prijspeil Lijnnet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|---------|---------|---------|--------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| TWENTE | 57K | TWENTE-SYNT-ZHO-BUS | 400 | 411 | 407 | 0 | 407 | 412 | 102.9% | 99.0% | 100.0% | 101.1% | 103.0% |
| | 57L | TWENTE-SYNT-ZHO-TRN | 203 | 211 | 199 | 0 | 199 | 194 | 103.5% | 94.6% | 100.0% | 97.3% | 95.2% |
| | 57N | TWENTE-CXX | 3.767 | 3.864 | 3.638 | 0 | 3.638 | 3.574 | 102.6% | 94.1% | 100.0% | 98.3% | 94.9% |
| Totaal overheid | | | 4.370 | 4.486 | 4.244 | 0 | 4.244 | 4.180 | 102.7% | 94.6% | 100.0% | 98.5% | 95.6% |
| UTRECHT | 482 | UT-CXX-AMERSFOORT | 1.209 | 1.238 | 1.121 | 0 | 1.121 | 1.215 | 102.4% | 90.5% | 100.0% | 108.4% | 100.5% |
| | 77E | UT-CXX-WIJK-UT | 1.527 | 1.568 | 1.484 | -1.484 | 0 | 0 | 102.7% | 94.6% | .0% | . | .0% |
| | 77F | UT-CXX-ZUIDWEST | 2.878 | 2.955 | 2.839 | 0 | 2.839 | 2.403 | 102.7% | 96.1% | 100.0% | 84.6% | 83.5% |
| | 77G | UT-BBA-NOORDWEST | 3.198 | 3.286 | 3.154 | -3.154 | 0 | 0 | 102.7% | 96.0% | .0% | . | .0% |
| | 77J | UT-STADSVERV NL-OOST UTR | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |
| | 77K | UT-CXX-NOORDWEST | 0 | 0 | 0 | 3.120 | 3.120 | 2.834 | . | . | . | 90.8% | . |
| | 77L | UT-CXX-OOST | 0 | 0 | 0 | 4.695 | 4.695 | 4.904 | . | . | . | 104.5% | . |
| Totaal overheid | | | 11.304 | 11.601 | 10.940 | 835 | 11.774 | 11.356 | 102.6% | 94.3% | 107.6% | 96.4% | 100.5% |
| ZEELAND | 81E | ZE-VL-FAST FERRIES | 9 | 10 | 9 | 0 | 9 | 3 | 104.1% | 90.0% | 100.0% | 35.0% | 32.8% |
| | 81F | ZE-VL-ZEEUWSCH-VL | 1.086 | 1.118 | 1.010 | 0 | 1.010 | 837 | 103.0% | 90.4% | 100.0% | 82.9% | 77.1% |
| | 81P | ZE-CXX-WALCHEREN | 532 | 544 | 488 | 0 | 488 | 554 | 102.3% | 89.7% | 100.0% | 113.6% | 104.2% |
| | 81Q | ZE-CXX-BEVELANDEN | 1.445 | 1.493 | 1.406 | 0 | 1.406 | 1.386 | 103.3% | 94.2% | 100.0% | 98.6% | 95.9% |
| | 81R | ZE-CXX-SCHOUWEN-DUIVEL | 1.479 | 1.530 | 1.404 | 0 | 1.404 | 1.227 | 103.4% | 91.8% | 100.0% | 87.4% | 82.9% |
| | 81S | ZE-CXX-THOLEN | 639 | 659 | 613 | 0 | 613 | 544 | 103.2% | 93.0% | 100.0% | 88.7% | 85.2% |
| | 81Y | ZE-VL-INT | 11 | 11 | 10 | 0 | 10 | 5 | 102.2% | 94.2% | 100.0% | 44.4% | 42.8% |
| Totaal overheid | | | 5.200 | 5.364 | 4.940 | 0 | 4.940 | 4.556 | 103.2% | 92.1% | 100.0% | 92.2% | 87.6% |
| ZUID-HOLLAND | 254 | ZH-CXX-LEIDEN | 2.624 | 2.689 | 2.434 | 0 | 2.434 | 2.346 | 102.5% | 90.5% | 100.0% | 96.4% | 89.4% |
| | 794 | ZH-ARR-DORDR | 1.447 | 1.485 | 1.404 | 0 | 1.404 | 1.435 | 102.7% | 94.5% | 100.0% | 102.2% | 99.2% |
| | 79G | ZH-ARR-GOER. OVERFL. | 2.142 | 2.209 | 2.045 | 0 | 2.045 | 1.788 | 103.1% | 92.6% | 100.0% | 87.4% | 83.5% |
| | 79J | ZH-WATERBUS | 76 | 78 | 70 | 0 | 70 | 87 | 102.2% | 90.7% | 100.0% | 124.0% | 115.0% |
| | 79M | ZH-ARR-H. WAARD | 4.130 | 4.250 | 4.025 | 0 | 4.025 | 4.083 | 102.9% | 94.7% | 100.0% | 101.5% | 98.9% |
| | 79N | ZH-CXX-DUIN/BOLLENSTR | 7.968 | 8.169 | 7.442 | 0 | 7.442 | 7.075 | 102.5% | 91.1% | 100.0% | 95.1% | 88.8% |
| | 79P | ZH-CXX-RIJNSTR | 3.916 | 4.015 | 3.715 | 0 | 3.715 | 3.418 | 102.5% | 92.5% | 100.0% | 92.0% | 87.3% |
| | 79Q | ZH-CXX-MIDDEN-HOLL/KRIMP | 3.685 | 3.787 | 3.509 | 0 | 3.509 | 3.428 | 102.8% | 92.7% | 100.0% | 97.7% | 93.0% |
| | 79V | ZH-ARR-DAV | 4.300 | 4.417 | 4.140 | 0 | 4.140 | 4.645 | 102.7% | 93.7% | 100.0% | 112.2% | 108.0% |
| | 991 | ZH-ARR-DORDR-KG15SOV | 8 | 8 | 7 | 0 | 7 | 10 | 102.2% | 90.3% | 100.0% | 139.2% | 128.5% |
| Totaal overheid | | | 30.296 | 31.106 | 28.792 | 0 | 28.792 | 28.317 | 102.7% | 92.6% | 100.0% | 98.3% | 93.5% |
| Totaal | | | 509.031 | 522.860 | 498.029 | 0 | 498.029 | 498.029 | 102.7% | 95.3% | 100.0% | 100.0% | 97.8% |

Tabel 4.7 Vergelijking opbrengsten per bedrijf per basiselement, * 1000 euro

| bedrijf | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|--------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| ARRIVA | 060 | GR-ARR-GR (STAD) | 1.832 | 1.876 | 1.763 | 0 | 1.763 | 1.768 | 102.4% | 94.0% | 100.0% | 100.3% | 96.5% |
| | 50W | SRA-ARR-WATERLAND | 17.002 | 17.496 | 16.542 | 0 | 16.542 | 16.537 | 102.9% | 94.5% | 100.0% | 100.0% | 97.3% |
| | 71M | GR-ARR-STR | 8.091 | 8.315 | 7.893 | 0 | 7.893 | 7.693 | 102.8% | 94.9% | 100.0% | 97.5% | 95.1% |
| | 71P | GR-ARR-FRIESE GRENSL | 247 | 253 | 241 | 0 | 241 | 223 | 102.7% | 95.1% | 100.0% | 92.5% | 90.3% |
| | 72Q | FR-ARR-TERSCHELLING | 23 | 23 | 25 | 0 | 25 | 5 | 101.8% | 108.9% | 100.0% | 21.1% | 23.4% |
| | 72R | FR-ARR-AMELAND | 29 | 29 | 27 | 0 | 27 | 39 | 101.6% | 93.0% | 100.0% | 144.7% | 136.9% |
| | 72S | FR-ARR-SCHIERMONNIKOOG | 31 | 32 | 31 | 0 | 31 | 10 | 101.7% | 97.1% | 100.0% | 32.3% | 31.9% |
| | 72T | FR-ARR-ZUIDOOST | 3.097 | 3.182 | 3.006 | -3.006 | 0 | 0 | 102.7% | 94.5% | .0% | . | .0% |
| | 73S | DR-ARR-GR-GR-DR | 3.021 | 3.110 | 2.947 | -163 | 2.784 | 3.001 | 102.9% | 94.8% | 94.5% | 107.8% | 99.3% |
| | 73T | DR-ARR-NRD-DR | 541 | 554 | 520 | 0 | 520 | 548 | 102.4% | 93.8% | 100.0% | 105.4% | 101.3% |
| | 75M | GE-ARR-RIVIERENLAND | 923 | 949 | 903 | 0 | 903 | 883 | 102.8% | 95.2% | 100.0% | 97.8% | 95.6% |
| | 794 | ZH-ARR-DORDR | 1.447 | 1.485 | 1.404 | 0 | 1.404 | 1.435 | 102.7% | 94.5% | 100.0% | 102.2% | 99.2% |
| | 79G | ZH-ARR-GOER. OVERFL. | 2.142 | 2.209 | 2.045 | 0 | 2.045 | 1.788 | 103.1% | 92.6% | 100.0% | 87.4% | 83.5% |
| | 79M | ZH-ARR-H. WAARD | 4.130 | 4.250 | 4.025 | 0 | 4.025 | 4.083 | 102.9% | 94.7% | 100.0% | 101.5% | 98.9% |
| | 79V | ZH-ARR-DAV | 4.300 | 4.417 | 4.140 | 0 | 4.140 | 4.645 | 102.7% | 93.7% | 100.0% | 112.2% | 108.0% |
| | 828 | NB-ARR-NO-OSS | 2 | 2 | 2 | 0 | 2 | 25 | 101.8% | 89.8% | 100.0% | 1212.3% | 1108.3% |
| | 829 | NB-ARR-MEIERIJ-DEN BOSCH | 1.415 | 1.450 | 1.168 | 0 | 1.168 | 1.080 | 102.5% | 80.6% | 100.0% | 92.5% | 76.3% |
| | 82L | NB-ARR-MEIERIJ-VERBIND | 429 | 440 | 370 | 0 | 370 | 491 | 102.6% | 84.1% | 100.0% | 132.7% | 114.5% |
| | 82M | NB-ARR-NO-VERBIND | 630 | 649 | 520 | 34 | 554 | 669 | 103.0% | 80.2% | 106.5% | 120.8% | 106.1% |
| | 82Q | NB-ARR-MEIERIJ-ONTSLUIT | 300 | 308 | 245 | 98 | 344 | 287 | 102.7% | 79.7% | 140.0% | 83.5% | 95.6% |
| | 82R | NB-ARR-NO-ONTSLUIT | 403 | 415 | 343 | 0 | 343 | 395 | 103.1% | 82.6% | 100.0% | 115.1% | 97.9% |
| | 991 | ZH-ARR-DORDR-KG15SOV | 8 | 8 | 7 | 0 | 7 | 10 | 102.2% | 90.3% | 100.0% | 139.2% | 128.5% |
| Totaal bedrijf | | | 50.040 | 51.452 | 48.168 | -3.038 | 45.131 | 45.614 | 102.8% | 93.6% | 93.7% | 101.1% | 91.2% |
| ARRIVA OV TREIN | 71N | GR-ARR OV TRN | 3.313 | 3.428 | 3.267 | 0 | 3.267 | 3.747 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% |
| | 71Z | GR-ARR OV TRN-INT | 14 | 14 | 14 | 0 | 14 | 16 | 101.6% | 98.9% | 100.0% | 116.6% | 117.1% |
| Totaal bedrijf | | | 3.327 | 3.442 | 3.281 | 0 | 3.281 | 3.763 | 103.5% | 95.3% | 100.0% | 114.7% | 113.1% |

Tabel 4.7 Vergelijking opbrengsten per bedrijf per basiselement, * 1000 euro

| bedrijf | basis elem. | Opbrengsten jaar | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|----------------|----------------------------|---------|---------|---------|--------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| CONNEXXION | 254 | ZH-CXX-LEIDEN | 2.624 | 2.689 | 2.434 | 0 | 2.434 | 2.346 | 102.5% | 90.5% | 100.0% | 96.4% | 89.4% |
| | 321 | NH-CXX-ALKMAAR | 558 | 574 | 539 | 0 | 539 | 572 | 102.7% | 94.0% | 100.0% | 106.0% | 102.4% |
| | 329 | NH-CXX-HAARLEM-ZUIDTANGENT | 1.470 | 1.508 | 1.409 | 0 | 1.409 | 1.372 | 102.5% | 93.5% | 100.0% | 97.4% | 93.3% |
| | 481 | FL-CXX-ALMERE | 5.588 | 5.745 | 5.569 | 0 | 5.569 | 5.777 | 102.8% | 96.9% | 100.0% | 103.7% | 103.4% |
| | 482 | UT-CXX-AMERSFOORT | 1.209 | 1.238 | 1.121 | 0 | 1.121 | 1.215 | 102.4% | 90.5% | 100.0% | 108.4% | 100.5% |
| | 487 | FL-CXX-LELYSTAD | 659 | 677 | 631 | 0 | 631 | 582 | 102.7% | 93.2% | 100.0% | 92.3% | 88.4% |
| | 489 | OV-CXX-ZWOLLE | 1.348 | 1.382 | 1.300 | 0 | 1.300 | 1.316 | 102.5% | 94.0% | 100.0% | 101.2% | 97.6% |
| | 50P | SRA-CXX-STERNET | 908 | 931 | 880 | 137 | 1.017 | 1.158 | 102.5% | 94.6% | 115.5% | 113.9% | 127.5% |
| | 50Q | SRA-CXX-ZUIDTANG | 5.516 | 5.664 | 5.081 | 554 | 5.635 | 6.019 | 102.7% | 89.7% | 110.9% | 106.8% | 109.1% |
| | 50R | SRA-CXX-ZAANSTR | 3.242 | 3.326 | 3.282 | 0 | 3.282 | 3.834 | 102.6% | 98.7% | 100.0% | 116.8% | 118.3% |
| | 50T | SRA-CXX-AMSTEL/MEERL | 9.078 | 9.326 | 8.197 | -428 | 7.769 | 8.375 | 102.7% | 87.9% | 94.8% | 107.8% | 92.3% |
| | 50U | SRA-CXX-SPITSL ALMERE | 1.162 | 1.203 | 1.128 | -130 | 997 | 1.021 | 103.6% | 93.7% | 88.4% | 102.3% | 87.9% |
| | 51D | SRR-CXX | 5.569 | 5.715 | 5.354 | -5.302 | 52 | 16 | 102.6% | 93.7% | 1.0% | 30.3% | .3% |
| | 51E | SRR-CXX-VOORNE PUTTEN | 4.000 | 4.110 | 3.797 | 0 | 3.797 | 3.508 | 102.7% | 92.4% | 100.0% | 92.4% | 87.7% |
| | 524 | HAAGL-CXX-DELFT | 735 | 752 | 728 | 0 | 728 | 755 | 102.3% | 96.8% | 100.0% | 103.7% | 102.7% |
| | 526 | HAAGL-CXX-ZOETERMEER | 230 | 237 | 232 | 0 | 232 | 293 | 103.0% | 98.0% | 100.0% | 126.1% | 127.3% |
| | 52A | HAAGL-CXX-STREK | 8.356 | 8.590 | 8.092 | 173 | 8.265 | 7.731 | 102.8% | 94.2% | 102.1% | 93.5% | 92.5% |
| | 54B | BRU-CXX-SNELTRAM | 6.148 | 6.305 | 6.054 | 0 | 6.054 | 5.962 | 102.6% | 96.0% | 100.0% | 98.5% | 97.0% |
| | 54G | BRU-CXX-HEUVELRUG | 6.513 | 6.670 | 6.343 | -2.449 | 3.894 | 4.184 | 102.4% | 95.1% | 61.4% | 107.5% | 64.2% |
| | 54H | BRU-CXX-ZUID | 3.461 | 3.554 | 3.384 | -399 | 2.985 | 3.071 | 102.7% | 95.2% | 88.2% | 102.9% | 88.7% |
| | 54L | BRU-CXX-WIJK BIJ DUURSTED | 0 | 0 | 0 | 1.460 | 1.460 | 1.740 | . | . | . | 119.2% | . |
| | 54M | BRU-CXX-SPITSLIJNEN | 0 | 0 | 0 | 519 | 519 | 665 | . | . | . | 127.9% | . |
| | 562 | SAN-CXX-NRD-TROLLEY | 3.308 | 3.398 | 3.094 | 0 | 3.094 | 2.933 | 102.7% | 91.1% | 100.0% | 94.8% | 88.7% |
| | 56N | SAN-CXX-NRD-BUS | 5.553 | 5.697 | 5.234 | 0 | 5.234 | 5.420 | 102.6% | 91.9% | 100.0% | 103.6% | 97.6% |
| | 57N | TWENTE-CXX | 3.767 | 3.864 | 3.638 | 0 | 3.638 | 3.574 | 102.6% | 94.1% | 100.0% | 98.3% | 94.9% |
| | 71L | GR-CXX-LIJN 315 | 37 | 38 | 37 | 0 | 37 | 41 | 103.4% | 96.7% | 100.0% | 111.5% | 111.5% |
| | 722 | FR-CXX-LEEWARDEN | 360 | 368 | 373 | 0 | 373 | 392 | 102.3% | 101.3% | 100.0% | 105.2% | 109.0% |
| | 72K | FR-CXX-NRD-ZDW | 4.567 | 4.707 | 4.722 | 128 | 4.849 | 5.070 | 103.0% | 100.3% | 102.7% | 104.5% | 111.0% |
| | 72L | FR-CXX-LIJN 315 | 60 | 62 | 60 | 0 | 60 | 75 | 103.4% | 97.4% | 100.0% | 125.1% | 126.0% |
| | 73H | DR-CXX-Z-O-DRENTHE | 639 | 657 | 624 | 0 | 624 | 584 | 102.8% | 95.0% | 100.0% | 93.6% | 91.4% |
| | 73J | DR-CXX-NOOD | 356 | 366 | 341 | 0 | 341 | 443 | 102.6% | 93.3% | 100.0% | 129.9% | 124.4% |
| | 74A | OV-CXX-IJSSELMOND | 2.163 | 2.232 | 2.099 | 0 | 2.099 | 2.029 | 103.2% | 94.0% | 100.0% | 96.7% | 93.8% |
| | 74F | OV-CXX-SALLAND | 1.270 | 1.306 | 1.213 | 0 | 1.213 | 1.193 | 102.8% | 92.9% | 100.0% | 98.3% | 93.9% |
| | 74J | OV-CXX-NOOD | 1.254 | 1.295 | 1.210 | 0 | 1.210 | 1.301 | 103.2% | 93.4% | 100.0% | 107.6% | 103.7% |
| | 76N | FL-CXX-ALMERE-STR | 2.158 | 2.227 | 2.148 | 0 | 2.148 | 1.951 | 103.2% | 96.5% | 100.0% | 90.8% | 90.4% |
| | 76Q | FL-CXX-IJSSELMOND | 3.302 | 3.400 | 3.153 | 0 | 3.153 | 3.062 | 103.0% | 92.7% | 100.0% | 97.1% | 92.7% |
| | 76R | FL-CXX-LIJN 315 | 111 | 114 | 109 | 0 | 109 | 146 | 103.0% | 95.3% | 100.0% | 133.4% | 131.0% |
| | 77E | UT-CXX-WIJK-UT | 1.527 | 1.568 | 1.484 | -1.484 | 0 | 0 | 102.7% | 94.6% | .0% | . | . |
| | 77F | UT-CXX-ZUIDWEST | 2.878 | 2.955 | 2.839 | 0 | 2.839 | 2.403 | 102.7% | 96.1% | 100.0% | 84.6% | 83.5% |
| | 77K | UT-CXX-NOORDWEST | 0 | 0 | 0 | 3.120 | 3.120 | 2.834 | . | . | . | 90.8% | . |
| | 77L | UT-CXX-OOST | 0 | 0 | 0 | 4.695 | 4.695 | 4.904 | . | . | . | 104.5% | . |
| | 78B | NH-CXX-GOOI- EN VECHTSTR | 3.515 | 3.603 | 3.422 | 0 | 3.422 | 3.474 | 102.5% | 95.0% | 100.0% | 101.5% | 98.8% |
| | 78N | NH-CXX-HAARLEM-IJMOND | 7.531 | 7.720 | 7.236 | 254 | 7.489 | 7.198 | 102.5% | 93.7% | 103.5% | 96.1% | 95.6% |
| | 78Q | NH-CXX-NH-NRD | 5.237 | 5.368 | 5.097 | -512 | 4.585 | 4.353 | 102.5% | 94.9% | 90.0% | 94.9% | 83.1% |
| | 79N | ZH-CXX-DUIN/BOLLENSTR | 7.968 | 8.169 | 7.442 | 0 | 7.442 | 7.075 | 102.5% | 91.1% | 100.0% | 95.1% | 88.8% |
| | 79P | ZH-CXX-RIJNSTR | 3.916 | 4.015 | 3.715 | 0 | 3.715 | 3.418 | 102.5% | 92.5% | 100.0% | 92.0% | 87.3% |
| | 79Q | ZH-CXX-MIDDEN-HOLL/KRIMP | 3.685 | 3.787 | 3.509 | 0 | 3.509 | 3.428 | 102.8% | 92.7% | 100.0% | 97.7% | 93.0% |
| | 81P | ZE-CXX-WALCHEREN | 532 | 544 | 488 | 0 | 488 | 554 | 102.3% | 89.7% | 100.0% | 113.6% | 104.2% |
| | 81Q | ZE-CXX-BEVELANDEN | 1.445 | 1.493 | 1.406 | 0 | 1.406 | 1.386 | 103.3% | 94.2% | 100.0% | 98.6% | 95.9% |
| | 81R | ZE-CXX-SCHOUWEN-DUIVEL | 1.479 | 1.530 | 1.404 | 0 | 1.404 | 1.227 | 103.4% | 91.8% | 100.0% | 87.4% | 82.9% |
| | 81S | ZE-CXX-THOLEN | 639 | 659 | 613 | 0 | 613 | 544 | 103.2% | 93.0% | 100.0% | 88.7% | 85.2% |
| Totaal bedrijf | | | 137.634 | 141.339 | 132.265 | 334 | 132.599 | 132.524 | 102.7% | 93.6% | 100.3% | 99.9% | 96.3% |

Tabel 4.7 Vergelijking opbrengsten per bedrijf per basiselement, * 1000 euro

| bedrijf | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|----------------|---|---------|---------|---------|-------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | A | B | C | D | E | F | | | | | | | |
| GVB | 499 | SRA-GVB-ADAM-STERNET | 941 | 967 | 947 | 0 | 947 | 899 | 102.8% | 97.9% | 100.0% | 94.9% | 95.5% |
| | 502 | SRA-GVB-ADAM-TRAM | 42.487 | 43.543 | 42.921 | 0 | 42.921 | 44.239 | 102.5% | 98.6% | 100.0% | 103.1% | 104.1% |
| | 503 | SRA-GVB-ADAM-METRO | 28.721 | 29.570 | 29.648 | -1 | 29.647 | 28.856 | 103.0% | 100.3% | 100.0% | 97.3% | 100.5% |
| | 508 | SRA-GVB-ADAM-SNELTRAM | 10.812 | 11.124 | 10.967 | 0 | 10.967 | 10.311 | 102.9% | 98.6% | 100.0% | 94.0% | 95.4% |
| | 509 | SRA-GVB-ADAM-BUS-ALG | 21.113 | 21.690 | 21.397 | 0 | 21.397 | 21.681 | 102.7% | 98.7% | 100.0% | 101.3% | 102.7% |
| | 900 | SRA-GVB-KG15SOV | 902 | 923 | 912 | 0 | 912 | 987 | 102.2% | 98.9% | 100.0% | 108.2% | 109.3% |
| Totaal bedrijf | | | 104.976 | 107.816 | 106.793 | -1 | 106.792 | 106.972 | 102.7% | 99.1% | 100.0% | 100.2% | 101.9% |
| GVU | 542 | BRU-GVU-UT | 15.968 | 16.377 | 16.170 | 35 | 16.204 | 16.592 | 102.6% | 98.7% | 100.2% | 102.4% | 103.9% |
| | 940 | BRU-GVU-KG15SOV | 294 | 300 | 285 | 0 | 285 | 303 | 102.2% | 94.9% | 100.0% | 106.2% | 103.0% |
| Totaal bedrijf | | | 16.262 | 16.678 | 16.455 | 35 | 16.489 | 16.895 | 102.6% | 98.7% | 100.2% | 102.5% | 103.9% |
| HERMES | 551 | SRE-HERM-EINDHOVEN | 4.243 | 4.347 | 3.681 | 0 | 3.681 | 3.386 | 102.4% | 84.7% | 100.0% | 92.0% | 79.8% |
| | 552 | SRE-HERM-HELMOND | 42 | 43 | 37 | 0 | 37 | 62 | 102.3% | 85.7% | 100.0% | 169.3% | 148.4% |
| | 55A | SRE-HERM-PEEL-STR | 1.111 | 1.144 | 957 | 43 | 1.000 | 994 | 102.9% | 83.7% | 104.5% | 99.4% | 89.5% |
| | 55K | SRE-HERM-KEMPEN | 0 | 0 | 0 | 1.691 | 1.691 | 1.634 | . | . | . | 96.6% | . |
| | 56B | SAN-HERM-ZUID | 2.313 | 2.376 | 2.178 | 0 | 2.178 | 2.526 | 102.7% | 91.7% | 100.0% | 116.0% | 109.2% |
| Totaal bedrijf | | | 7.710 | 7.909 | 6.853 | 1.734 | 8.587 | 8.602 | 102.6% | 86.6% | 125.3% | 100.2% | 111.6% |
| HTM | 522 | HAAGL-HTM-DEN HAAG-BUS | 11.067 | 11.374 | 10.840 | -173 | 10.667 | 10.102 | 102.8% | 95.3% | 98.4% | 94.7% | 91.3% |
| | 523 | HAAGL-HTM-DEN HAAG-TRAM | 34.683 | 35.646 | 34.591 | 0 | 34.591 | 36.275 | 102.8% | 97.0% | 100.0% | 104.9% | 104.6% |
| | 527 | HAAGL-HTM-RR | 17.459 | 17.887 | 16.792 | 0 | 16.792 | 14.873 | 102.4% | 93.9% | 100.0% | 88.6% | 85.2% |
| | 920 | HAAGL-HTM-KG15SOV | 459 | 469 | 453 | -453 | 0 | 0 | 102.2% | 96.4% | .0% | . | .0% |
| | 922 | HAAGL-HTM-BUS-KG15SOV | 0 | 0 | 0 | 70 | 70 | 52 | . | . | . | 74.3% | . |
| | 923 | HAAGL-HTM-RAIL-KG15SOV | 0 | 0 | 0 | 381 | 381 | 417 | . | . | . | 109.5% | . |
| Totaal bedrijf | | | 63.669 | 65.376 | 62.676 | -175 | 62.501 | 61.719 | 102.7% | 95.9% | 99.7% | 98.7% | 96.9% |
| NACO | 78G | NH-NACO | 2 | 3 | 2 | 0 | 2 | 1 | 104.1% | 90.0% | 100.0% | 31.3% | 29.3% |
| Totaal bedrijf | | | 2 | 3 | 2 | 0 | 2 | 1 | 104.1% | 90.0% | 100.0% | 31.3% | 29.3% |
| NOVIO | 563 | SAN-NOV-ZUID-NIJMEG | 4.254 | 4.354 | 4.015 | 0 | 4.015 | 3.515 | 102.3% | 92.2% | 100.0% | 87.5% | 82.6% |
| | 569 | SAN-NOV-ZUID-INT | 20 | 20 | 19 | 0 | 19 | 34 | 102.4% | 91.4% | 100.0% | 180.5% | 169.0% |
| | 930 | SAN-NOV-KG15SOV | 76 | 77 | 69 | 0 | 69 | 121 | 102.2% | 89.0% | 100.0% | 175.9% | 160.0% |
| Totaal bedrijf | | | 4.350 | 4.452 | 4.102 | 0 | 4.102 | 3.669 | 102.3% | 92.2% | 100.0% | 89.4% | 84.4% |
| NSR | 610 | NSR-ADAM | 1.280 | 1.308 | 1.248 | 0 | 1.248 | 1.278 | 102.2% | 95.4% | 100.0% | 102.4% | 99.8% |
| | 620 | NSR-RDAM | 2.330 | 2.393 | 2.240 | 0 | 2.240 | 2.302 | 102.7% | 93.6% | 100.0% | 102.8% | 98.8% |
| | 630 | NSR-UT | 96 | 98 | 96 | 0 | 96 | 78 | 101.8% | 97.7% | 100.0% | 81.7% | 81.3% |
| | 640 | NSR-DEN HAAG | 423 | 437 | 424 | 0 | 424 | 418 | 103.4% | 96.9% | 100.0% | 98.7% | 98.9% |
| | 670 | NSR-MAASTRICHT | 3 | 3 | 3 | 0 | 3 | 9 | 104.1% | 108.7% | 100.0% | 296.8% | 336.0% |
| | 74K | OV-NSR-ZWOLLE-KAMPEN | 125 | 130 | 122 | 0 | 122 | 134 | 104.2% | 93.7% | 100.0% | 109.5% | 106.8% |
| | 75P | GE-NSR-APELD-ZUTPH | 175 | 182 | 188 | 0 | 188 | 186 | 103.9% | 103.5% | 100.0% | 99.2% | 106.6% |
| | 950 | NSR-KG15SOV | 40 | 41 | 38 | 0 | 38 | 39 | 102.2% | 92.5% | 100.0% | 103.6% | 98.0% |
| Totaal bedrijf | | | 4.472 | 4.592 | 4.358 | 0 | 4.358 | 4.444 | 102.7% | 94.9% | 100.0% | 102.0% | 99.4% |
| QBUZZ | 51J | SRR-QBZ | 0 | 0 | 0 | 5.261 | 5.261 | 5.110 | . | . | . | 97.1% | . |
| | 72J | FR-QBZ-ZUIDOOST | 0 | 0 | 0 | 3.169 | 3.169 | 3.222 | . | . | . | 101.6% | . |
| Totaal bedrijf | | | 0 | 0 | 0 | 8.430 | 8.430 | 8.332 | . | . | . | 98.8% | . |

Tabel 4.7 Vergelijking opbrengsten per bedrijf per basiselement, * 1000 euro

| bedrijf | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|--------|--------|--------|--------|--------|--------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | A | B | C | D | E | F | | | | | | | |
| RET | 511 | SRR-RET-RDAM-BUS | 7.596 | 7.802 | 7.382 | 191 | 7.573 | 7.225 | 102.7% | 94.6% | 102.6% | 95.4% | 95.1% |
| | 512 | SRR-RET-RDAM-TRAM | 18.159 | 18.647 | 17.673 | 0 | 17.673 | 16.945 | 102.7% | 94.8% | 100.0% | 95.9% | 93.3% |
| | 513 | SRR-RET-RDAM-METRO | 40.925 | 42.096 | 39.792 | -1 | 39.791 | 40.117 | 102.9% | 94.5% | 100.0% | 100.8% | 98.0% |
| | 514 | SRR-RET-SCHIEDAM/VLAARD | 1.292 | 1.324 | 1.242 | -150 | 1.092 | 1.129 | 102.5% | 93.8% | 87.9% | 103.4% | 87.4% |
| | 517 | SRR-RET-RR | 860 | 883 | 825 | 0 | 825 | 847 | 102.8% | 93.4% | 100.0% | 102.7% | 98.5% |
| | 529 | HAAGL-RET-RR | 1.437 | 1.478 | 1.377 | 0 | 1.377 | 2.267 | 102.8% | 93.2% | 100.0% | 164.6% | 157.7% |
| | 910 | SRR-RET-KG15SOV | 785 | 802 | 691 | -691 | 0 | 0 | 102.2% | 86.2% | .0% | . | .0% |
| | 911 | SRR-RET-BUS-KG15SOV | 0 | 0 | 0 | 67 | 67 | 98 | . | . | . | 147.2% | . |
| | 912 | SRR-RET-RAIL-KG15SOV | 0 | 0 | 0 | 625 | 625 | 634 | . | . | . | 101.4% | . |
| | 921 | HAAGL-RET-KG15SOV | 15 | 15 | 14 | 0 | 14 | 11 | 102.2% | 88.0% | 100.0% | 80.9% | 72.8% |
| Totaal bedrijf | | | 71.068 | 73.049 | 68.995 | 41 | 69.036 | 69.272 | 102.8% | 94.5% | 100.1% | 100.3% | 97.5% |
| SOV | SOV | SOV | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| Totaal bedrijf | | | 2.965 | 3.031 | 2.777 | 1 | 2.778 | 2.846 | 102.2% | 91.6% | 100.1% | 102.4% | 96.0% |
| STADSVervoer NL | 77J | UT-STADSVERV NL-OOST UTR | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |
| Totaal bedrijf | | | 2.491 | 2.555 | 2.341 | -2.341 | 0 | 0 | 102.5% | 91.7% | .0% | . | .0% |
| SYNTUS | 56H | SAN-SYNT-ARNH-ZEVEN-TRN | 667 | 690 | 648 | 0 | 648 | 648 | 103.5% | 93.8% | 100.0% | 100.1% | 97.2% |
| | 57K | TWENTE-SYNT-ZHO-BUS | 400 | 411 | 407 | 0 | 407 | 412 | 102.9% | 99.0% | 100.0% | 101.1% | 103.0% |
| | 57L | TWENTE-SYNT-ZHO-TRN | 203 | 211 | 199 | 0 | 199 | 194 | 103.5% | 94.6% | 100.0% | 97.3% | 95.2% |
| | 75H | GE-SYNT-ACHTERH-TRN | 1.085 | 1.124 | 1.095 | 0 | 1.095 | 1.063 | 103.6% | 97.4% | 100.0% | 97.1% | 98.0% |
| | 75J | GE-SYNT-ACHTERH-BUS | 1.752 | 1.798 | 1.812 | 0 | 1.812 | 1.806 | 102.6% | 100.8% | 100.0% | 99.7% | 103.1% |
| | 75K | GE-SYNT-ZHO-BUS | 545 | 558 | 560 | 0 | 560 | 614 | 102.3% | 100.3% | 100.0% | 109.7% | 112.7% |
| | 75L | GE-SYNT-ZHO-TRN | 40 | 41 | 42 | 0 | 42 | 50 | 103.1% | 101.2% | 100.0% | 120.6% | 125.9% |
| Totaal bedrijf | | | 4.693 | 4.833 | 4.763 | 0 | 4.763 | 4.788 | 103.0% | 98.5% | 100.0% | 100.5% | 102.0% |
| TCR | 72W | FR-TCR-VLIELAND | 8 | 8 | 6 | 0 | 6 | 29 | 101.8% | 75.6% | 100.0% | 484.2% | 372.6% |
| Totaal bedrijf | | | 8 | 8 | 6 | 0 | 6 | 29 | 101.8% | 75.6% | 100.0% | 484.2% | 372.6% |
| VEOLIA | 224 | NB-VL-MIDD-TILBURG | 1.449 | 1.486 | 1.362 | 0 | 1.362 | 1.418 | 102.5% | 91.7% | 100.0% | 104.1% | 97.9% |
| | 225 | NB-VL-WEST-BREDA | 1.311 | 1.343 | 1.082 | 0 | 1.082 | 1.071 | 102.4% | 80.5% | 100.0% | 99.0% | 81.7% |
| | 226 | NB-VL-WEST-ROOSENDAAL | 175 | 179 | 151 | 0 | 151 | 172 | 102.4% | 84.5% | 100.0% | 113.4% | 98.2% |
| | 55B | SRE-BBA-ALG | 2.170 | 2.230 | 1.898 | -1.898 | 0 | 0 | 102.7% | 85.1% | .0% | . | .0% |
| | 77G | UT-BBA-NOORDWEST | 3.198 | 3.286 | 3.154 | -3.154 | 0 | 0 | 102.7% | 96.0% | .0% | . | .0% |
| | 80J | NB-VL-WEST-VERBIND | 2.805 | 2.890 | 2.496 | 0 | 2.496 | 2.417 | 103.0% | 86.4% | 100.0% | 96.8% | 86.2% |
| | 80K | NB-VL-MIDD-VERBIND | 1.148 | 1.180 | 1.018 | 15 | 1.032 | 985 | 102.8% | 86.2% | 101.4% | 95.4% | 85.8% |
| | 80N | NB-VL-WEST-ONTSLUI | 2.266 | 2.336 | 2.044 | 0 | 2.044 | 1.808 | 103.1% | 87.5% | 100.0% | 88.5% | 79.8% |
| | 80P | NB-VL-MIDD-ONTSLUI | 804 | 826 | 705 | 17 | 723 | 717 | 102.7% | 85.3% | 102.5% | 99.3% | 89.2% |
| | 80S | NB-VL-WEST-BRTBUS | 0 | 0 | 0 | 0 | 0 | 2 | . | . | . | . | . |
| | 80T | NB-VL-MIDD-BRTBUS | 2 | 3 | 2 | 0 | 2 | 0 | 104.1% | 90.0% | 100.0% | .0% | .0% |
| | 80W | NB-VL-INTERLINER | 50 | 52 | 47 | 0 | 47 | 32 | 104.1% | 90.0% | 100.0% | 67.4% | 63.1% |
| | 81E | ZE-VL-FAST FERRIES | 9 | 10 | 9 | 0 | 9 | 3 | 104.1% | 90.0% | 100.0% | 35.0% | 32.8% |
| | 81F | ZE-VL-ZEEUWSCH-VL | 1.086 | 1.118 | 1.010 | 0 | 1.010 | 837 | 103.0% | 90.4% | 100.0% | 82.9% | 77.1% |
| | 81Y | ZE-VL-INT | 11 | 11 | 10 | 0 | 10 | 5 | 102.2% | 94.2% | 100.0% | 44.4% | 42.8% |
| | 821 | NB-VL-WEST-BERGEN OP ZOOM | 121 | 124 | 94 | 0 | 94 | 104 | 102.3% | 76.1% | 100.0% | 109.9% | 85.5% |
| | 83F | LI-VL-NRD/MIDD-LI-BUS | 3.377 | 3.464 | 3.295 | -103 | 3.191 | 3.126 | 102.6% | 95.1% | 96.9% | 97.9% | 92.6% |
| | 83G | LI-VL-ZD-LI-BUS | 7.323 | 7.516 | 8.256 | 103 | 8.359 | 8.228 | 102.6% | 109.9% | 101.3% | 98.4% | 112.4% |
| | 83H | LI-VL-ZD-LI-TREIN | 198 | 204 | 239 | 0 | 239 | 425 | 103.4% | 117.0% | 100.0% | 177.4% | 214.7% |
| | 971 | LI-VL-ZD-LI-KG15SOV | 21 | 22 | 29 | 0 | 29 | 42 | 102.2% | 132.6% | 100.0% | 144.7% | 196.2% |
| Totaal bedrijf | | | 27.527 | 28.279 | 26.902 | -5.020 | 21.882 | 21.392 | 102.7% | 95.1% | 81.3% | 97.8% | 77.7% |
| VEOLIA VELUWE | 755 | GE-VL VELUWE-APELD | 635 | 656 | 639 | 0 | 639 | 615 | 103.3% | 97.3% | 100.0% | 96.2% | 96.8% |
| | 75N | GE-VL VELUWE-STR | 7.127 | 7.312 | 6.582 | 0 | 6.582 | 6.465 | 102.6% | 90.0% | 100.0% | 98.2% | 90.7% |
| Totaal bedrijf | | | 7.762 | 7.969 | 7.220 | 0 | 7.220 | 7.080 | 102.7% | 90.6% | 100.0% | 98.1% | 91.2% |

Tabel 4.7 Vergelijking opbrengsten per bedrijf per basiselement, * 1000 euro

| bedrijf | basis elem. | Opbrengsten jaar Prijspeil Lijnennet november Indeling basiselem. Sleutels november | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | Prijs effect | Verkoop effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|----------------|---|---------|---------|---------|------|---------|---------|-----------------|-------------------|------------------|-------------------|------------------|
| | | | A | B | C | D | E | F | | | | | |
| WATERBUS | 79J | ZH-WATERBUS | 76 | 78 | 70 | 0 | 70 | 87 | 102.2% | 90.7% | 100.0% | 124.0% | 115.0% |
| Totaal bedrijf | | | 76 | 78 | 70 | 0 | 70 | 87 | 102.2% | 90.7% | 100.0% | 124.0% | 115.0% |
| Totaal | | | 509.031 | 522.860 | 498.029 | 0 | 498.029 | 498.029 | 102.7% | 95.3% | 100.0% | 100.0% | 97.8% |

4.3 De resultaten m.b.t. de kilometers

De resultaten worden weergegeven in de navolgende tabellen:

| | |
|------------|---|
| Tabel 4.8 | Kilometers per overheid / concessie; |
| Tabel 4.9 | Kilometers per vervoerbedrijf / concessie; |
| Tabel 4.10 | Kilometers per overheid / kaartgroep; |
| Tabel 4.11 | Kilometers per vervoerbedrijf / kaartgroep; |
| Tabel 4.12 | Kilometers per kaartgroep; |
| Tabel 4.13 | Kilometers per overheid / basiselement; |
| Tabel 4.14 | Kilometers per vervoerbedrijf / basiselement; |

De tabellen 4.8 t/m 4.12 hebben betrekking op de kaartgroepen 1, 2, 3, 4, 5, 6, 7, 8, 12, 15 en 26;

In de tabellen 4.13 en 4.14 zijn de cijfers m.b.t. kaartgroep 6 niet opgenomen.

Opmerkingen

De cijfers voor 2007 stemmen niet overeen met de bij dat onderzoek gepresenteerde resultaten, maar is voor een aantal verstoringen gecorrigeerd.

Ze bevatten de volgende mutaties:

- verkopen en sleutels zijn gecorrigeerd voor de ingroei van de RandstadRail;
- sleutels zijn gecorrigeerd voor het ING-contract.

De kaartgroepen 1, 2, 3, 4, 5, 7, 8, 12, 15 en 26 voor 2008 zijn inclusief de fictieve verkopen horende bij het gratis OV en de stakingen.

TOELICHTING BIJ DE KOLOMMEN

Verklaring van de kolommen welke de indeling bepalen

| | |
|------------------|---|
| Overheid | Stadsregio, provincie, SOV, NSR |
| Bedrijf | Naam van het vervoerbedrijf |
| Concessie | Code concessie |
| Concessienaam | Naam concessie |
| Basiselement | Code basiselement |
| Afknaam | Afkorting naam basiselement |
| Soort kaartgroep | WROOV-kaartgroepen c.q. niet-WROOV kaartgroepen |
| Kaartgroep | Code van de kaartgroep <i>WROOV-kaartgroepen</i> 1 – Strippenkaarten voorverkoop, vol tarief 2 – Week- en maandabbonementen 2 sterren of minder 3 – Week- en maandabbonementen 3 sterren of meer 4 – Jaarabbonementen 2 sterren of minder 5 – Jaarabbonementen 3 sterren of meer 7 – OV-jaarkaarten 8 – Stad-/streek-kaarten 12 – Zomertoer / Tourtime + |

15 – Strippenkaarten voorverkoop, reductietarief
26 - Zomerzwerfkaart
niet-WROOV-kaartgroepen
6 - Wagenverkoop

Verklaring van de kolommen met cijfers:

| | | |
|-----------------------|---|---|
| 1 ^e kolom | KOLOM A, Verkopen 2007 (5 kwartalen), kilometerproductiefactoren van 2007, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 2 ^e kolom | KOLOM B, Verkopen 2008 (5 kwartalen), kilometerproductiefactoren van 2007, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 3 ^e kolom | KOLOM C, Verkopen 2008 (4 kwartalen), kilometerproductiefactoren van 2008, lijnen 2007, indeling conform L-boek, sleutels (november) 2007 | |
| 4 ^e kolom | KOLOM D, Effect van de overdracht van lijnen van 2007 van het L-boek naar de indeling van het M-boek | |
| 5 ^e kolom | KOLOM E, Verkopen 2008 (4 kwartalen), kilometerproductiefactoren van 2008, lijnen 2007, indeling conform M-boek, sleutels (november) 2007 | |
| 6 ^e kolom | KOLOM F, Verkopen 2008 (4 kwartalen), kilometerproductiefactoren van 2008, lijnen 2008, indeling conform M-boek, sleutels (november) 2008 | |
| 7 ^e kolom | Verkoopeffect | $2^{\text{e}} \text{ kolom} / 1^{\text{e}} \text{ kolom} * 100$ |
| 8 ^e kolom | Kilometerproductie-effect | $3^{\text{e}} \text{ kolom} / 2^{\text{e}} \text{ kolom} * 100$ |
| 9 ^e kolom | Indelingseffect | $5^{\text{e}} \text{ kolom} / 3^{\text{e}} \text{ kolom} * 100$ |
| 10 ^e kolom | Sleuteleffect | $6^{\text{e}} \text{ kolom} / 5^{\text{e}} \text{ kolom} * 100$ |
| 11 ^e kolom | Totaal effect | $6^{\text{e}} \text{ kolom} / 1^{\text{e}} \text{ kolom} * 100$ |

Extra toelichting m.b.t. de lay-out van de tabelkoppen

- In iedere kolom verandert steeds één element, behalve in kolom F; in deze kolom veranderen twee elementen. De verandering wordt aangegeven door middel van een afkorting van het jaartal, dus "'08" in plaats van "2008";
- kolom D kan worden gezien als het verschil tussen de kolommen E en C, vandaar de tekst "E-C".

Extra toelichting m.b.t. kolom B

- Voor kaartgroep 6 is geen sprake van een tariefstijging van 2007 => 2008 (+ 0%).

Extra toelichting m.b.t. de concessie-indeling

De samenstelling van de concessies per basiselement zoals deze is opgenomen in het M-Boek wordt gehanteerd bij het maken van de vergelijkende tabellen.

Tabel 4.8 Vergelijking kilometers per overheid per concessie, * 1000 kms

| overheid | concessie | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|---------|---------|---------|---------|---------|---------|--------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2008 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| BRU | 5401 STADSVVERVOER UTRECHT | | 96.829 | 96.208 | 97.164 | 237 | 97.401 | 97.789 | 99.4% | 101.0% | 100.2% | 100.4% | 101.0% | |
| | 5402 BRU REGIOVERVOER BUS | | 78.695 | 74.733 | 74.962 | -10.214 | 64.748 | 71.045 | 95.0% | 100.3% | 86.4% | 109.7% | 90.3% | |
| | 5411 BRU SPITSLIJNEN | | 0 | 0 | 0 | 4.124 | 4.124 | 5.251 | . | . | . | 127.3% | . | |
| | 5421 BRU SNELTRAM | | 40.784 | 39.279 | 40.108 | 0 | 40.108 | 40.222 | 96.3% | 102.1% | 100.0% | 100.3% | 98.6% | |
| Totaal overheid | | | 216.308 | 210.220 | 212.234 | -5.853 | 206.381 | 214.307 | 97.2% | 101.0% | 97.2% | 103.8% | 99.1% | |
| DRENTHE | 7301 DRENTHE GGD | | 37.559 | 35.934 | 35.797 | -1.632 | 34.165 | 37.595 | 95.7% | 99.6% | 95.4% | 110.0% | 100.1% | |
| | 7302 DRENTHE ZUIDOOST | | 6.806 | 6.468 | 6.455 | 0 | 6.455 | 6.203 | 95.0% | 99.8% | 100.0% | 96.1% | 91.1% | |
| | 7303 ZW-DRENTHE | | 3.509 | 3.307 | 3.292 | 0 | 3.292 | 4.159 | 94.2% | 99.5% | 100.0% | 126.4% | 118.5% | |
| Totaal overheid | | | 47.874 | 45.709 | 45.544 | -1.632 | 43.912 | 47.957 | 95.5% | 99.6% | 96.4% | 109.2% | 100.2% | |
| FLEVOLAND | 7601 STADSVVERVOER LELYSTAD | | 3.571 | 3.308 | 3.468 | 0 | 3.468 | 3.394 | 92.6% | 104.8% | 100.0% | 97.9% | 95.1% | |
| | 7602 STADSVVERVOER ALMERE | | 35.058 | 33.763 | 34.495 | 0 | 34.495 | 35.434 | 96.3% | 102.2% | 100.0% | 102.7% | 101.1% | |
| | 7603 STREEKVERVOER ALMERE | | 26.657 | 25.541 | 25.717 | 0 | 25.717 | 23.217 | 95.8% | 100.7% | 100.0% | 90.3% | 87.1% | |
| | 7604 FLEVOLAND IJSSELMOND | | 37.621 | 35.192 | 35.327 | 0 | 35.327 | 35.400 | 93.5% | 100.4% | 100.0% | 100.2% | 94.1% | |
| | 7611 FLEVOLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 1.112 | 1.098 | 1.070 | 0 | 1.070 | 1.716 | 98.7% | 97.5% | 100.0% | 160.3% | 154.3% | |
| Totaal overheid | | | 104.018 | 98.901 | 100.077 | 0 | 100.077 | 99.161 | 95.1% | 101.2% | 100.0% | 99.1% | 95.3% | |
| FRIESLAND | 7201 STADSVVERVOER LEEUWARDEN | | 2.822 | 2.887 | 2.857 | 0 | 2.857 | 2.805 | 102.3% | 99.0% | 100.0% | 98.2% | 99.4% | |
| | 7202 NOORD- EN ZUIDWEST FRIESLAND | | 51.145 | 51.211 | 49.775 | 1.245 | 51.019 | 52.216 | 100.1% | 97.2% | 102.5% | 102.3% | 102.1% | |
| | 7203 FRYSLAN ZUIDOOST | | 31.964 | 30.628 | 29.896 | 1.632 | 31.528 | 31.234 | 95.8% | 97.6% | 105.5% | 99.1% | 97.7% | |
| | 7204 VLIELAND | | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% | |
| | 7205 TERSCHELLING | | 126 | 131 | 146 | 0 | 146 | 36 | 104.0% | 111.9% | 100.0% | 24.7% | 28.8% | |
| | 7206 AMELAND | | 279 | 268 | 265 | 0 | 265 | 310 | 96.1% | 98.9% | 100.0% | 117.0% | 111.2% | |
| | 7207 SCHIERMONNIKOOG | | 190 | 186 | 187 | 0 | 187 | 121 | 97.5% | 100.5% | 100.0% | 64.9% | 63.6% | |
| | 7211 FRIESLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 1.014 | 985 | 948 | 0 | 948 | 1.051 | 97.2% | 96.2% | 100.0% | 110.9% | 103.7% | |
| Totaal overheid | | | 87.605 | 86.344 | 84.120 | 2.877 | 86.996 | 87.978 | 98.6% | 97.4% | 103.4% | 101.1% | 100.4% | |
| GELDERLAND | 7501 VELUWE | | 74.944 | 67.027 | 66.469 | 0 | 66.469 | 66.757 | 89.4% | 99.2% | 100.0% | 100.4% | 89.1% | |
| | 7502 RIVIERENLAND | | 8.688 | 8.148 | 8.153 | 0 | 8.153 | 7.921 | 93.8% | 100.1% | 100.0% | 97.2% | 91.2% | |
| | 7503 ACHTERHOEK | | 16.715 | 17.137 | 16.834 | 0 | 16.834 | 16.291 | 102.5% | 98.2% | 100.0% | 96.8% | 97.5% | |
| | 7504 GELDERLAND ZUTPHEN / HENGELO / OLDENZ. | | 4.605 | 4.658 | 4.716 | 0 | 4.716 | 5.298 | 101.2% | 101.2% | 100.0% | 112.3% | 115.1% | |
| | 7561 GELDERLAND SPOOR APELDOORN-ZUTPHEN | | 2.064 | 2.140 | 2.112 | 0 | 2.112 | 2.221 | 103.7% | 98.7% | 100.0% | 105.1% | 107.6% | |
| | 7563 GELDERLAND TREINDIENSTEN ACHTERHOEK | | 12.026 | 11.539 | 11.404 | 0 | 11.404 | 11.431 | 96.0% | 98.8% | 100.0% | 100.2% | 95.1% | |
| | 7564 GELDERLAND TREINDIENST ZUTPHEN-OLDENZ. | | 629 | 628 | 601 | 0 | 601 | 666 | 99.9% | 95.6% | 100.0% | 110.9% | 105.9% | |
| Totaal overheid | | | 119.672 | 111.278 | 110.289 | 0 | 110.289 | 110.585 | 93.0% | 99.1% | 100.0% | 100.3% | 92.4% | |
| GRONINGEN | 7101 GRONINGEN GGD | | 96.687 | 92.119 | 91.603 | 0 | 91.603 | 94.993 | 95.3% | 99.4% | 100.0% | 103.7% | 98.2% | |
| | 7111 GRONINGEN HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 669 | 641 | 611 | 0 | 611 | 666 | 95.9% | 95.2% | 100.0% | 109.2% | 99.7% | |
| | 7161 GRONINGEN NOORDELIJKE TREINDIENSTEN | | 36.477 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% | |
| Totaal overheid | | | 133.833 | 127.474 | 126.223 | 0 | 126.223 | 135.449 | 95.2% | 99.0% | 100.0% | 107.3% | 101.2% | |
| HAAGLANDEN | ??? HTM-SOV (nog verdelen) | | 3.586 | 3.462 | 3.475 | -3.475 | 0 | 0 | 96.6% | 100.4% | .0% | . | .0% | |
| | 5201 HTM-BUS | | 70.121 | 68.175 | 68.628 | -741 | 67.887 | 64.197 | 97.2% | 100.7% | 98.9% | 94.6% | 91.6% | |
| | 5202 DELFT/ ZOETERMEER | | 6.540 | 6.290 | 6.198 | 0 | 6.198 | 6.615 | 96.2% | 98.5% | 100.0% | 106.7% | 101.1% | |
| | 5203 HAAGLANDEN STREEKBUS | | 65.544 | 61.662 | 60.845 | 1.262 | 62.107 | 57.327 | 94.1% | 98.7% | 102.1% | 92.3% | 87.5% | |
| | 5221 HTM-RAIL | | 302.962 | 291.523 | 290.656 | 2.931 | 293.587 | 295.792 | 96.2% | 99.7% | 101.0% | 100.8% | 97.6% | |
| | 5241 RET-RANDSTADRAIL REGIO DEN HAAG | | 11.682 | 10.982 | 10.608 | 0 | 10.608 | 16.192 | 94.0% | 96.6% | 100.0% | 152.6% | 138.6% | |
| Totaal overheid | | | 460.436 | 442.095 | 440.410 | -23 | 440.388 | 440.123 | 96.0% | 99.6% | 100.0% | 99.9% | 95.6% | |

Tabel 4.8 Vergelijking kilometers per overheid per concessie, * 1000 kms

| overheid | concessie | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|--|--------------------|-----------|-----------|-----------|---------|-----------|-----------|--------|--------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2008 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | | |
| LIMBURG | 8301 NOORD- EN MIDDEN-LIMBURG-BUS | | 30.143 | 30.120 | 29.218 | -955 | 28.263 | 28.078 | 99.9% | 97.0% | 96.7% | 99.3% | 93.1% | | |
| | 8302 ZUID-LIMBURG | | 58.136 | 65.177 | 63.060 | 955 | 64.016 | 64.030 | 112.1% | 96.8% | 101.5% | 100.0% | 110.1% | | |
| Totaal overheid | | | 88.280 | 95.297 | 92.278 | 0 | 92.278 | 92.108 | 107.9% | 96.8% | 100.0% | 99.8% | 104.3% | | |
| NOORD-BRABANT | 8201 WEST-BRABANT | | 67.206 | 56.817 | 56.027 | 0 | 56.027 | 52.697 | 84.5% | 98.6% | 100.0% | 94.1% | 78.4% | | |
| | 8202 MIDDEN-BRABANT | | 26.275 | 25.170 | 25.468 | 180 | 25.648 | 24.871 | 95.8% | 101.2% | 100.7% | 97.0% | 94.7% | | |
| | 8203 DE MEIERIJ | | 16.900 | 14.288 | 14.605 | 811 | 15.415 | 15.707 | 84.5% | 102.2% | 105.5% | 101.9% | 92.9% | | |
| | 8204 OOST-BRABANT | | 10.013 | 8.377 | 8.459 | 314 | 8.773 | 10.553 | 83.7% | 101.0% | 103.7% | 120.3% | 105.4% | | |
| | 8211 BREDA-OOSTERHOUT-UTRECHT | | 550 | 569 | 496 | 0 | 496 | 904 | 103.5% | 87.2% | 100.0% | 182.1% | 164.4% | | |
| Totaal overheid | | | 120.943 | 105.221 | 105.056 | 1.304 | 106.360 | 104.732 | 87.0% | 99.8% | 101.2% | 98.5% | 86.6% | | |
| NOORD-HOLLAND | 7801 HAARLEM / IJMOND | | 56.402 | 52.576 | 51.541 | 1.508 | 53.050 | 51.394 | 93.2% | 98.0% | 102.9% | 96.9% | 91.1% | | |
| | 7802 GOOI- EN VECHTSTREEK | | 31.873 | 30.477 | 30.647 | 0 | 30.647 | 31.041 | 95.6% | 100.6% | 100.0% | 101.3% | 97.4% | | |
| | 7803 NOORD-HOLLAND NOORD | | 46.265 | 44.147 | 44.738 | -3.891 | 40.847 | 40.973 | 95.4% | 101.3% | 91.3% | 100.3% | 88.6% | | |
| | 7811 HAARLEM ZUIDTANGENT | | 9.943 | 9.108 | 8.938 | 0 | 8.938 | 8.755 | 91.6% | 98.1% | 100.0% | 98.0% | 88.0% | | |
| | 7881 CONCESSIE NACO | | 9 | 9 | 8 | 0 | 8 | 6 | 95.1% | 86.1% | 100.0% | 72.4% | 59.3% | | |
| Totaal overheid | | | 144.493 | 136.317 | 135.871 | -2.382 | 133.489 | 132.168 | 94.3% | 99.7% | 98.2% | 99.0% | 91.5% | | |
| NSR | 6061 NS KERNNET | | 28.426 | 27.347 | 27.370 | 0 | 27.370 | 28.382 | 96.2% | 100.1% | 100.0% | 103.7% | 99.8% | | |
| Totaal overheid | | | 28.426 | 27.347 | 27.370 | 0 | 27.370 | 28.382 | 96.2% | 100.1% | 100.0% | 103.7% | 99.8% | | |
| OVERIJSSSEL | 7401 ZWOLLE | | 8.955 | 8.414 | 8.445 | 0 | 8.445 | 8.628 | 94.0% | 100.4% | 100.0% | 102.2% | 96.3% | | |
| | 7403 NO-OVERIJSSSEL | | 15.432 | 14.542 | 14.447 | 0 | 14.447 | 15.188 | 94.2% | 99.3% | 100.0% | 105.1% | 98.4% | | |
| | 7404 OVERIJSSSEL IJSSSELMOND | | 25.106 | 23.770 | 23.508 | 0 | 23.508 | 23.520 | 94.7% | 98.9% | 100.0% | 100.1% | 93.7% | | |
| | 7405 SALLAND | | 11.775 | 10.835 | 10.919 | 0 | 10.919 | 10.309 | 92.0% | 100.8% | 100.0% | 94.4% | 87.5% | | |
| | 7462 TREINDIENST ZWOLLE-KAMPEN | | 1.593 | 1.515 | 1.502 | 0 | 1.502 | 1.489 | 95.1% | 99.2% | 100.0% | 99.1% | 93.5% | | |
| Totaal overheid | | | 62.861 | 59.076 | 58.821 | 0 | 58.821 | 59.134 | 94.0% | 99.6% | 100.0% | 100.5% | 94.1% | | |
| SAN | 5601 STADSREGIO ARNHEN NIJMEGEN NOORD | | 67.232 | 61.496 | 61.182 | 0 | 61.182 | 61.772 | 91.5% | 99.5% | 100.0% | 101.0% | 91.9% | | |
| | 5602 STADSREGIO ARNHEN NIJMEGEN ZUID | | 56.780 | 52.192 | 52.178 | 0 | 52.178 | 51.419 | 91.9% | 100.0% | 100.0% | 98.5% | 90.6% | | |
| | 5663 STADSREGIO ARNHEN NIJMEGEN TREINDIENSTEN ACHTERHOEK | | 6.512 | 6.132 | 6.144 | 0 | 6.144 | 6.338 | 94.2% | 100.2% | 100.0% | 103.2% | 97.3% | | |
| Totaal overheid | | | 130.525 | 119.820 | 119.504 | 0 | 119.504 | 119.529 | 91.8% | 99.7% | 100.0% | 100.0% | 91.6% | | |
| SOV | 9910 SOV | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | |
| Totaal overheid | | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | |
| SRA | 5001 STADSVVERVOER AMSTERDAM | | 729.561 | 723.146 | 721.668 | 0 | 721.668 | 722.844 | 99.1% | 99.8% | 100.0% | 100.2% | 99.1% | | |
| | 5002 AMSTELLAND MEERLANDEN | | 146.928 | 138.600 | 136.539 | 1.138 | 137.677 | 138.517 | 94.3% | 98.5% | 100.8% | 100.6% | 94.3% | | |
| | 5003 ZAANSTREEK | | 28.343 | 27.891 | 27.735 | 0 | 27.735 | 31.555 | 98.4% | 99.4% | 100.0% | 113.8% | 111.3% | | |
| | 5004 WATERLAND | | 169.742 | 161.332 | 159.241 | 2 | 159.243 | 152.998 | 95.0% | 98.7% | 100.0% | 96.1% | 90.1% | | |
| Totaal overheid | | | 1.074.574 | 1.050.970 | 1.045.183 | 1.140 | 1.046.323 | 1.045.914 | 97.8% | 99.4% | 100.1% | 100.0% | 97.3% | | |
| SRE | 5501 STADSREGIO EINDHOVEN | | 56.465 | 49.465 | 50.351 | -1.304 | 49.047 | 47.962 | 87.6% | 101.8% | 97.4% | 97.8% | 84.9% | | |
| Totaal overheid | | | 56.465 | 49.465 | 50.351 | -1.304 | 49.047 | 47.962 | 87.6% | 101.8% | 97.4% | 97.8% | 84.9% | | |
| SRR | ??? RET-SOV (nog verdelen) | | 6.166 | 5.351 | 5.298 | -5.298 | 0 | 0 | 86.8% | 99.0% | .0% | . | .0% | | |
| | 5101 BUS ROTTERDAM | | 62.262 | 59.202 | 59.124 | 836 | 59.960 | 59.391 | 95.1% | 99.9% | 101.4% | 99.1% | 95.4% | | |
| | 5102 REGIO RIJNMOND STREEKVERVOER BUS | | 0 | 0 | 0 | 45.534 | 45.534 | 43.842 | . | . | . | 96.3% | . | | |
| | 5103 VOORNE-PUTTEN | | 38.469 | 35.569 | 35.346 | 0 | 35.346 | 32.945 | 92.5% | 99.4% | 100.0% | 93.2% | 85.6% | | |
| | 5111 PARK SHUTTLE | | 49.259 | 46.624 | 46.179 | -45.800 | 379 | 91 | 94.7% | 99.0% | .8% | 23.9% | .2% | | |
| | 5121 RAIL ROTTERDAM | | 427.385 | 406.836 | 403.581 | 4.739 | 408.320 | 405.861 | 95.2% | 99.2% | 101.2% | 99.4% | 95.0% | | |
| Totaal overheid | | | 583.541 | 553.581 | 549.528 | 11 | 549.538 | 542.129 | 94.9% | 99.3% | 100.0% | 98.7% | 92.9% | | |

Tabel 4.8 Vergelijking kilometers per overheid per concessie, * 1000 kms

| overheid | concessie | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|-----------|-----------|-----------|-------|-----------|-----------|--------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| TWENTE | 5701 TWENTE | | 32.578 | 30.952 | 30.958 | 0 | 30.958 | 30.771 | 95.0% | 100.0% | 100.0% | 99.4% | 94.5% | |
| | 5704 TWENTE ZUTPHEN / HENGELO / OLDENZAAL | | 4.039 | 3.997 | 4.155 | 0 | 4.155 | 4.140 | 99.0% | 103.9% | 100.0% | 99.6% | 102.5% | |
| | 5764 TWENTE TREINDIENST ZUTPHEN-OLDENZAAL | | 1.953 | 1.867 | 1.880 | 0 | 1.880 | 1.932 | 95.6% | 100.7% | 100.0% | 102.8% | 98.9% | |
| Totaal overheid | | | 38.570 | 36.816 | 36.993 | 0 | 36.993 | 36.842 | 95.5% | 100.5% | 100.0% | 99.6% | 95.5% | |
| UTRECHT | 7701 PROVINCIE UTRECHT | | 94.590 | 89.064 | 89.789 | 5.852 | 95.641 | 95.306 | 94.2% | 100.8% | 106.5% | 99.6% | 100.8% | |
| Totaal overheid | | | 94.590 | 89.064 | 89.789 | 5.852 | 95.641 | 95.306 | 94.2% | 100.8% | 106.5% | 99.6% | 100.8% | |
| ZEELAND | 8101 SCHOUWEN-DUIVELAND / THOLEN | | 27.731 | 25.835 | 25.656 | 0 | 25.656 | 23.265 | 93.2% | 99.3% | 100.0% | 90.7% | 83.9% | |
| | 8102 MIDDEN-ZEELAND | | 26.415 | 24.944 | 24.533 | 0 | 24.533 | 25.225 | 94.4% | 98.4% | 100.0% | 102.8% | 95.5% | |
| | 8103 ZEEUWS-VLAANDEREN | | 12.757 | 11.797 | 11.990 | 0 | 11.990 | 9.624 | 92.5% | 101.6% | 100.0% | 80.3% | 75.4% | |
| | 8181 ZEELAND FAST FERRY VLISSINGEN-BRESKENS | | 2 | 2 | 2 | 0 | 2 | 17 | 103.5% | 87.2% | 100.0% | 800.0% | 722.2% | |
| Totaal overheid | | | 66.906 | 62.578 | 62.181 | 0 | 62.181 | 58.131 | 93.5% | 99.4% | 100.0% | 93.5% | 86.9% | |
| ZUID-HOLLAND | 7901 DUIN-BOLLENSTREEK/LEIDEN | | 78.125 | 70.653 | 70.315 | 0 | 70.315 | 68.051 | 90.4% | 99.5% | 100.0% | 96.8% | 87.1% | |
| | 7902 MIDDEN-HOLLAND/RIJNSTREEK | | 69.577 | 63.676 | 63.067 | 0 | 63.067 | 59.292 | 91.5% | 99.0% | 100.0% | 94.0% | 85.2% | |
| | 7903 DAV-GEBIED | | 52.235 | 49.487 | 50.160 | 0 | 50.160 | 53.852 | 94.7% | 101.4% | 100.0% | 107.4% | 103.1% | |
| | 7904 HOEKSCHÉ WAARD/ GOEREE OVERFLAKKEE | | 69.893 | 66.022 | 66.259 | 0 | 66.259 | 61.371 | 94.5% | 100.4% | 100.0% | 92.6% | 87.8% | |
| | 7981 WATERBUS ROTTERDAM-DRECHTSTEDEN | | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% | |
| Totaal overheid | | | 269.935 | 249.935 | 249.898 | 0 | 249.898 | 242.773 | 92.6% | 100.0% | 100.0% | 97.1% | 89.9% | |
| Totaal | | | 3.959.148 | 3.783.785 | 3.768.285 | 0 | 3.768.285 | 3.768.285 | 95.6% | 99.6% | 100.0% | 100.0% | 95.2% | |

Tabel 4.9 Vergelijking kilometers per bedrijf per concessie, * 1000 kms

| bedrijf | concessie | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|---|--------------------|-----------|-----------|-----------|---------|-----------|-----------|--------|--------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2008 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | | |
| ARRIVA | 5004 WATERLAND | | 169.742 | 161.332 | 159.241 | 2 | 159.243 | 152.998 | 95.0% | 98.7% | 100.0% | 96.1% | 90.1% | | |
| | 7101 GRONINGEN GGD | | 96.687 | 92.119 | 91.603 | 0 | 91.603 | 94.993 | 95.3% | 99.4% | 100.0% | 103.7% | 98.2% | | |
| | 7203 FRYSLAN ZUIDOOST | | 31.964 | 30.628 | 29.896 | -29.896 | 0 | 0 | 95.8% | 97.6% | 100.0% | . | .0% | | |
| | 7205 TERSCHELLING | | 126 | 131 | 146 | 0 | 146 | 36 | 104.0% | 111.9% | 100.0% | 24.7% | 28.8% | | |
| | 7206 AMELAND | | 279 | 268 | 265 | 0 | 265 | 310 | 96.1% | 98.9% | 100.0% | 117.0% | 111.2% | | |
| | 7207 SCHIERMONNIKOOG | | 190 | 186 | 187 | 0 | 187 | 121 | 97.5% | 100.5% | 100.0% | 64.9% | 63.6% | | |
| | 7301 DRENTHE GGD | | 37.559 | 35.934 | 35.797 | -1.632 | 34.165 | 37.595 | 95.7% | 99.6% | 95.4% | 110.0% | 100.1% | | |
| | 7502 RIVIERENLAND | | 8.688 | 8.148 | 8.153 | 0 | 8.153 | 7.921 | 93.8% | 100.1% | 100.0% | 97.2% | 91.2% | | |
| | 7903 DAV-GEBIED | | 52.235 | 49.487 | 50.160 | 0 | 50.160 | 53.852 | 94.7% | 101.4% | 100.0% | 107.4% | 103.1% | | |
| | 7904 HOEKSCHE WAARD/ GOEREE OVERFLAKKEE | | 69.893 | 66.022 | 66.259 | 0 | 66.259 | 61.371 | 94.5% | 100.4% | 100.0% | 92.6% | 87.8% | | |
| | 8203 DE MEIERIJ | | 16.900 | 14.288 | 14.605 | 811 | 15.415 | 15.707 | 84.5% | 102.2% | 105.5% | 101.9% | 92.9% | | |
| | 8204 OOST-BRABANT | | 10.013 | 8.377 | 8.459 | 314 | 8.773 | 10.553 | 83.7% | 101.0% | 103.7% | 120.3% | 105.4% | | |
| Totaal bedrijf | | | 494.277 | 466.918 | 464.771 | -30.401 | 434.370 | 435.458 | 94.5% | 99.5% | 93.5% | 100.3% | 88.1% | | |
| ARRIVA OV TREIN | 7161 GRONINGEN NOORDELIJKE TREINDIENSTEN | | 36.477 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% | | |
| Totaal bedrijf | | | 36.477 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% | | |
| CONNEXXION | 5002 AMSTELLAND MEERLANDEN | | 146.928 | 138.600 | 136.539 | 1.138 | 137.677 | 138.517 | 94.3% | 98.5% | 100.8% | 100.6% | 94.3% | | |
| | 5003 ZAANSTREEK | | 28.343 | 27.891 | 27.735 | 0 | 27.735 | 31.555 | 98.4% | 99.4% | 100.0% | 113.8% | 111.3% | | |
| | 5103 VOORNE-PUTTEN | | 38.469 | 35.569 | 35.346 | 0 | 35.346 | 32.945 | 92.5% | 99.4% | 100.0% | 93.2% | 85.6% | | |
| | 5111 PARK SHUTTLE | | 49.259 | 46.624 | 46.179 | -45.800 | 379 | 91 | 94.7% | 99.0% | .8% | 23.9% | .2% | | |
| | 5202 DELFT/ ZOETERMEER | | 6.540 | 6.290 | 6.198 | 0 | 6.198 | 6.615 | 96.2% | 98.5% | 100.0% | 106.7% | 101.1% | | |
| | 5203 HAAGLANDEN STREEKBUS | | 65.544 | 61.662 | 60.845 | 1.262 | 62.107 | 57.327 | 94.1% | 98.7% | 102.1% | 92.3% | 87.5% | | |
| | 5402 BRU REGIOVERVOER BUS | | 78.695 | 74.733 | 74.962 | -10.214 | 64.748 | 71.045 | 95.0% | 100.3% | 86.4% | 109.7% | 90.3% | | |
| | 5411 BRU SPITSLIJNEN | | 0 | 0 | 0 | 4.124 | 4.124 | 5.251 | . | . | . | 127.3% | . | | |
| | 5421 BRU SNELTRAM | | 40.784 | 39.279 | 40.108 | 0 | 40.108 | 40.222 | 96.3% | 102.1% | 100.0% | 100.3% | 98.6% | | |
| | 5601 STADSREGIO ARNHEN NIJMEGEN NOORD | | 67.232 | 61.496 | 61.182 | 0 | 61.182 | 61.772 | 91.5% | 99.5% | 100.0% | 101.0% | 91.9% | | |
| | 5701 TWENTE | | 32.578 | 30.952 | 30.958 | 0 | 30.958 | 30.771 | 95.0% | 100.0% | 100.0% | 99.4% | 94.5% | | |
| | 7111 GRONINGEN HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 669 | 641 | 611 | 0 | 611 | 666 | 95.9% | 95.2% | 100.0% | 109.2% | 99.7% | | |
| | 7201 STADSVVERVOER LEEUWARDEN | | 2.822 | 2.887 | 2.857 | 0 | 2.857 | 2.805 | 102.3% | 99.0% | 100.0% | 98.2% | 99.4% | | |
| | 7202 NOORD- EN ZUIDWEST FRIESLAND | | 51.145 | 51.211 | 49.775 | 1.245 | 51.019 | 52.216 | 100.1% | 97.2% | 102.5% | 102.3% | 102.1% | | |
| | 7211 FRIESLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 1.014 | 985 | 948 | 0 | 948 | 1.051 | 97.2% | 96.2% | 100.0% | 110.9% | 103.7% | | |
| | 7302 DRENTHE ZUIDOOST | | 6.806 | 6.468 | 6.455 | 0 | 6.455 | 6.203 | 95.0% | 99.8% | 100.0% | 96.1% | 91.1% | | |
| | 7303 ZW-DRENTHE | | 3.509 | 3.307 | 3.292 | 0 | 3.292 | 4.159 | 94.2% | 99.5% | 100.0% | 126.4% | 118.5% | | |
| | 7401 ZWOLLE | | 8.955 | 8.414 | 8.445 | 0 | 8.445 | 8.628 | 94.0% | 100.4% | 100.0% | 102.2% | 96.3% | | |
| | 7403 NO-OVERIJSSSEL | | 15.432 | 14.542 | 14.447 | 0 | 14.447 | 15.188 | 94.2% | 99.3% | 100.0% | 105.1% | 98.4% | | |
| | 7404 OVERIJSSSEL IJSSSELMOND | | 25.106 | 23.770 | 23.508 | 0 | 23.508 | 23.520 | 94.7% | 98.9% | 100.0% | 100.1% | 93.7% | | |
| | 7405 SALLAND | | 11.775 | 10.835 | 10.919 | 0 | 10.919 | 10.309 | 92.0% | 100.8% | 100.0% | 94.4% | 87.5% | | |
| | 7601 STADSVVERVOER LELYSTAD | | 3.571 | 3.308 | 3.468 | 0 | 3.468 | 3.394 | 92.6% | 104.8% | 100.0% | 97.9% | 95.1% | | |
| | 7602 STADSVVERVOER ALMERE | | 35.058 | 33.763 | 34.495 | 0 | 34.495 | 35.434 | 96.3% | 102.2% | 100.0% | 102.7% | 101.1% | | |
| | 7603 STREEKVERVOER ALMERE | | 26.657 | 25.541 | 25.717 | 0 | 25.717 | 23.217 | 95.8% | 100.7% | 100.0% | 90.3% | 87.1% | | |
| | 7604 FLEVOLAND IJSSSELMOND | | 37.621 | 35.192 | 35.327 | 0 | 35.327 | 35.400 | 93.5% | 100.4% | 100.0% | 100.2% | 94.1% | | |
| | 7611 FLEVOLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | | 1.112 | 1.098 | 1.070 | 0 | 1.070 | 1.716 | 98.7% | 97.5% | 100.0% | 160.3% | 154.3% | | |
| | 7701 PROVINCIE UTRECHT | | 44.134 | 41.584 | 41.896 | 53.745 | 95.641 | 95.306 | 94.2% | 100.8% | 228.3% | 99.6% | 215.9% | | |
| | 7801 HAARLEM / IJMOND | | 56.402 | 52.576 | 51.541 | 1.508 | 53.050 | 51.394 | 93.2% | 98.0% | 102.9% | 96.9% | 91.1% | | |
| | 7802 GOOI- EN VECHTSTREEK | | 31.873 | 30.477 | 30.647 | 0 | 30.647 | 31.041 | 95.6% | 100.6% | 100.0% | 101.3% | 97.4% | | |
| | 7803 NOORD-HOLLAND NOORD | | 46.261 | 44.147 | 44.738 | -3.891 | 40.847 | 40.973 | 95.4% | 101.3% | 91.3% | 100.3% | 88.6% | | |
| | 7811 HAARLEM ZUIDTANGENT | | 9.943 | 9.108 | 8.938 | 0 | 8.938 | 8.755 | 91.6% | 98.1% | 100.0% | 98.0% | 88.0% | | |
| | 7901 DUIN-BOLLENSTREEK/LEIDEN | | 78.125 | 70.653 | 70.315 | 0 | 70.315 | 68.051 | 90.4% | 99.5% | 100.0% | 96.8% | 87.1% | | |
| | 7902 MIDDEN-HOLLAND/RIJNSTREEK | | 69.577 | 63.676 | 63.067 | 0 | 63.067 | 59.292 | 91.5% | 99.0% | 100.0% | 94.0% | 85.2% | | |
| | 8101 SCHOUWEN-DUIVELAND / THOLEN | | 27.731 | 25.835 | 25.656 | 0 | 25.656 | 23.265 | 93.2% | 99.3% | 100.0% | 90.7% | 83.9% | | |
| | 8102 MIDDEN-ZEELAND | | 26.415 | 24.944 | 24.533 | 0 | 24.533 | 25.225 | 94.4% | 98.4% | 100.0% | 102.8% | 95.5% | | |
| Totaal bedrijf | | | 1.176.086 | 1.108.057 | 1.102.715 | 3.118 | 1.105.833 | 1.103.317 | 94.2% | 99.5% | 100.3% | 99.8% | 93.8% | | |

Tabel 4.9 Vergelijking kilometers per bedrijf per concessie, * 1000 kms

| bedrijf | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november concessie | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|------------------|--|---------|---------|---------|---------|---------|---------|-------------------|-------------------|------------------|-------------------|------------------|
| | | 2007 | 2007 | 2007 | 2008 | 2008 | 2008 | | | | | |
| | | A | B | C | D | E | F | | | | | |
| GVB | 5001 STADSVVERVOER AMSTERDAM | 729.561 | 723.146 | 721.668 | 0 | 721.668 | 722.844 | 99.1% | 99.8% | 100.0% | 100.2% | 99.1% |
| Totaal bedrijf | | 729.561 | 723.146 | 721.668 | 0 | 721.668 | 722.844 | 99.1% | 99.8% | 100.0% | 100.2% | 99.1% |
| GVU | 5401 STADSVVERVOER UTRECHT | 96.829 | 96.208 | 97.164 | 237 | 97.401 | 97.789 | 99.4% | 101.0% | 100.2% | 100.4% | 101.0% |
| Totaal bedrijf | | 96.829 | 96.208 | 97.164 | 237 | 97.401 | 97.789 | 99.4% | 101.0% | 100.2% | 100.4% | 101.0% |
| HERMES | 5501 STADSREGIO EINDHOVEN | 36.191 | 31.462 | 31.934 | 17.114 | 49.047 | 47.962 | 86.9% | 101.5% | 153.6% | 97.8% | 132.5% |
| | 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | 23.380 | 21.579 | 21.596 | 0 | 21.596 | 24.436 | 92.3% | 100.1% | 100.0% | 113.1% | 104.5% |
| Totaal bedrijf | | 59.571 | 53.041 | 53.530 | 17.114 | 70.643 | 72.398 | 89.0% | 100.9% | 132.0% | 102.5% | 121.5% |
| HTM | ??? HTM-SOV (nog verdelen) | 3.586 | 3.462 | 3.475 | -3.475 | 0 | 0 | 96.6% | 100.4% | .0% | . | .0% |
| | 5201 HTM-BUS | 70.121 | 68.175 | 68.628 | -741 | 67.887 | 64.197 | 97.2% | 100.7% | 98.9% | 94.6% | 91.6% |
| | 5221 HTM-RAIL | 302.962 | 291.523 | 290.656 | 2.931 | 293.587 | 295.792 | 96.2% | 99.7% | 101.0% | 100.8% | 97.6% |
| Totaal bedrijf | | 376.669 | 363.161 | 362.760 | -1.285 | 361.475 | 359.989 | 96.4% | 99.9% | 99.6% | 99.6% | 95.6% |
| NACO | 7881 CONCESSIE NACO | 9 | 9 | 8 | 0 | 8 | 6 | 95.1% | 86.1% | 100.0% | 72.4% | 59.3% |
| Totaal bedrijf | | 9 | 9 | 8 | 0 | 8 | 6 | 95.1% | 86.1% | 100.0% | 72.4% | 59.3% |
| NOVIO | 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | 33.400 | 30.613 | 30.582 | 0 | 30.582 | 26.983 | 91.7% | 99.9% | 100.0% | 88.2% | 80.8% |
| Totaal bedrijf | | 33.400 | 30.613 | 30.582 | 0 | 30.582 | 26.983 | 91.7% | 99.9% | 100.0% | 88.2% | 80.8% |
| NSR | 6061 NS KERNNET | 28.426 | 27.347 | 27.370 | 0 | 27.370 | 28.382 | 96.2% | 100.1% | 100.0% | 103.7% | 99.8% |
| | 7462 TREINDIENST ZWOLLE-KAMPEN | 1.593 | 1.515 | 1.502 | 0 | 1.502 | 1.489 | 95.1% | 99.2% | 100.0% | 99.1% | 93.5% |
| | 7561 GELDERLAND SPOOR APELDOORN-ZUTPHEN | 2.064 | 2.140 | 2.112 | 0 | 2.112 | 2.221 | 103.7% | 98.7% | 100.0% | 105.1% | 107.6% |
| Totaal bedrijf | | 32.084 | 31.002 | 30.985 | 0 | 30.985 | 32.092 | 96.6% | 99.9% | 100.0% | 103.6% | 100.0% |
| QBUZZ | 5102 REGIO RIJNSMOND STREEKVERVOER BUS | 0 | 0 | 0 | 45.534 | 45.534 | 43.842 | . | . | . | 96.3% | . |
| | 7203 FRYSLAN ZUIDOOST | 0 | 0 | 0 | 31.528 | 31.528 | 31.234 | . | . | . | 99.1% | . |
| Totaal bedrijf | | 0 | 0 | 0 | 77.062 | 77.062 | 75.077 | . | . | . | 97.4% | . |
| RET | ??? RET-SOV (nog verdelen) | 6.166 | 5.351 | 5.298 | -5.298 | 0 | 0 | 86.8% | 99.0% | .0% | . | .0% |
| | 5101 BUS ROTTERDAM | 62.262 | 59.202 | 59.124 | 836 | 59.960 | 59.391 | 95.1% | 99.9% | 101.4% | 99.1% | 95.4% |
| | 5121 RAIL ROTTERDAM | 427.385 | 406.836 | 403.581 | 4.739 | 408.320 | 405.861 | 95.2% | 99.2% | 101.2% | 99.4% | 95.0% |
| | 5241 RET-RANDSTADRAIL REGIO DEN HAAG | 11.682 | 10.982 | 10.608 | 0 | 10.608 | 16.192 | 94.0% | 96.6% | 100.0% | 152.6% | 138.6% |
| Totaal bedrijf | | 507.494 | 482.371 | 478.611 | 277 | 478.887 | 481.444 | 95.0% | 99.2% | 100.1% | 100.5% | 94.9% |
| SOV | 9910 SOV | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| Totaal bedrijf | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| SSK | 7803 NOORD-HOLLAND NOORD | 4 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% |
| Totaal bedrijf | | 4 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% |
| STADSVVERVOER NL | 7701 PROVINCIE UTRECHT | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | .0% | . | .0% |
| Totaal bedrijf | | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | .0% | . | .0% |
| SYNTUS | 5663 STADSREGIO ARNHEM NIJMEGEN TREINDIENSTEN ACHTERHOEK | 6.512 | 6.132 | 6.144 | 0 | 6.144 | 6.338 | 94.2% | 100.2% | 100.0% | 103.2% | 97.3% |
| | 5704 TWENTE ZUTPHEN / HENGELO / OLDENZAAL | 4.039 | 3.997 | 4.155 | 0 | 4.155 | 4.140 | 99.0% | 103.9% | 100.0% | 99.6% | 102.5% |
| | 5764 TWENTE TREINDIENST ZUTPHEN-OLDENZAAL | 1.953 | 1.867 | 1.880 | 0 | 1.880 | 1.932 | 95.6% | 100.7% | 100.0% | 102.8% | 98.9% |
| | 7503 ACHTERHOEK | 16.715 | 17.137 | 16.834 | 0 | 16.834 | 16.291 | 102.5% | 98.2% | 100.0% | 96.8% | 97.5% |
| | 7504 GELDERLAND ZUTPHEN / HENGELO / OLDENZ. | 4.605 | 4.658 | 4.716 | 0 | 4.716 | 5.298 | 101.2% | 101.2% | 100.0% | 112.3% | 115.1% |
| | 7563 GELDERLAND TREINDIENSTEN ACHTERHOEK | 12.026 | 11.539 | 11.404 | 0 | 11.404 | 11.431 | 96.0% | 98.8% | 100.0% | 100.2% | 95.1% |
| | 7564 GELDERLAND TREINDIENST ZUTPHEN-OLDENZ. | 629 | 628 | 601 | 0 | 601 | 666 | 99.9% | 95.6% | 100.0% | 110.9% | 105.9% |
| Totaal bedrijf | | 46.479 | 45.959 | 45.734 | 0 | 45.734 | 46.096 | 98.9% | 99.5% | 100.0% | 100.8% | 99.2% |

Tabel 4.9 Vergelijking kilometers per bedrijf per concessie, * 1000 kms

| bedrijf | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november concessie | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|--|-----------|-----------|-----------|---------|-----------|-----------|-------------------|-------------------|------------------|-------------------|------------------|
| | | A | B | C | D | E | F | | | | | |
| TCR | 7204 VLIELAND | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% |
| Totaal bedrijf | | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% |
| VEOLIA | 5501 STADSREGIO EINDHOVEN | 20.274 | 18.003 | 18.418 | -18.418 | 0 | 0 | 88.8% | 102.3% | .0% | . | .0% |
| | 7701 PROVINCIE UTRECHT | 30.128 | 28.821 | 29.221 | -29.221 | 0 | 0 | 95.7% | 101.4% | .0% | . | .0% |
| | 8103 ZEEUWS-VLAANDEREN | 12.757 | 11.797 | 11.990 | 0 | 11.990 | 9.624 | 92.5% | 101.6% | 100.0% | 80.3% | 75.4% |
| | 8181 ZEELAND FAST FERRY VLISSINGEN-BRESKENS | 2 | 2 | 2 | 0 | 2 | 17 | 103.5% | 87.2% | 100.0% | 800.0% | 722.2% |
| | 8201 WEST-BRABANT | 67.206 | 56.817 | 56.027 | 0 | 56.027 | 52.697 | 84.5% | 98.6% | 100.0% | 94.1% | 78.4% |
| | 8202 MIDDEN-BRABANT | 26.275 | 25.170 | 25.468 | 180 | 25.648 | 24.871 | 95.8% | 101.2% | 100.7% | 97.0% | 94.7% |
| | 8211 BREDA-OOSTERHOUT-UTRECHT | 550 | 569 | 496 | 0 | 496 | 904 | 103.5% | 87.2% | 100.0% | 182.1% | 164.4% |
| | 8301 NOORD- EN MIDDEN-LIMBURG-BUS | 30.143 | 30.120 | 29.218 | -955 | 28.263 | 28.078 | 99.9% | 97.0% | 96.7% | 99.3% | 93.1% |
| | 8302 ZUID-LIMBURG | 58.136 | 65.177 | 63.060 | 955 | 64.016 | 64.030 | 112.1% | 96.8% | 101.5% | 100.0% | 110.1% |
| Totaal bedrijf | | 245.471 | 236.477 | 233.901 | -47.459 | 186.442 | 180.222 | 96.3% | 98.9% | 79.7% | 96.7% | 73.4% |
| VEOLIA VELUWE | 7501 VELUWE | 74.944 | 67.027 | 66.469 | 0 | 66.469 | 66.757 | 89.4% | 99.2% | 100.0% | 100.4% | 89.1% |
| Totaal bedrijf | | 74.944 | 67.027 | 66.469 | 0 | 66.469 | 66.757 | 89.4% | 99.2% | 100.0% | 100.4% | 89.1% |
| WATERBUS | 7981 WATERBUS ROTTERDAM-DRECHTSTEDEN | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| Totaal bedrijf | | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| Totaal | | 3.959.148 | 3.783.785 | 3.768.285 | 0 | 3.768.285 | 3.768.285 | 95.6% | 99.6% | 100.0% | 100.0% | 95.2% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect | | |
|-----------|--------------------|------------------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|--------|--------|
| | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | | | |
| | | A | B | C | D | E | F | | | | | | | |
| BRU | WROOV kaartgroepen | 1 | 93.853 | 90.819 | 91.283 | -3.297 | 87.986 | 90.641 | 96.8% | 100.5% | 96.4% | 103.0% | 96.6% | |
| | | 2 | 29.753 | 28.601 | 29.976 | -1.880 | 28.096 | 27.880 | 96.1% | 104.8% | 93.7% | 99.2% | 93.7% | |
| | | 3 | 14.339 | 12.630 | 12.807 | 128 | 12.935 | 13.383 | 88.1% | 101.4% | 101.0% | 103.5% | 93.3% | |
| | | 4 | 10.393 | 9.903 | 9.927 | -229 | 9.698 | 9.391 | 95.3% | 100.2% | 97.7% | 96.8% | 90.4% | |
| | | 5 | 7.507 | 7.276 | 7.162 | 1.308 | 8.470 | 9.232 | 96.9% | 98.4% | 118.3% | 109.0% | 123.0% | |
| | | 7 | 4.027 | 4.168 | 3.635 | -64 | 3.571 | 5.970 | 103.5% | 87.2% | 98.2% | 167.2% | 148.3% | |
| | | 8 | 22.850 | 24.451 | 24.949 | -1.012 | 23.938 | 25.221 | 107.0% | 102.0% | 95.9% | 105.4% | 110.4% | |
| | | 12 | 482 | 358 | 344 | -10 | 333 | 348 | 74.2% | 96.1% | 97.0% | 104.2% | 72.1% | |
| | | 15 | 22.192 | 20.753 | 20.890 | -795 | 20.095 | 20.982 | 93.5% | 100.7% | 96.2% | 104.4% | 94.5% | |
| | | 26 | 79 | 36 | 34 | -1 | 32 | 34 | 45.3% | 94.8% | 96.0% | 104.3% | 43.0% | |
| | | Subtot. | 205.475 | 198.994 | 201.008 | -5.853 | 195.155 | 203.081 | 96.8% | 101.0% | 97.1% | 104.1% | 98.8% | |
| | | niet WROOV (6,9) | 6 | 10.832 | 11.226 | 11.226 | 0 | 11.226 | 11.226 | 103.6% | 100.0% | 100.0% | 100.0% | 103.6% |
| | | Subtot. | 10.832 | 11.226 | 11.226 | 0 | 11.226 | 11.226 | 103.6% | 100.0% | 100.0% | 100.0% | 103.6% | |
| | | Totaal overheid | | 216.308 | 210.220 | 212.234 | -5.853 | 206.381 | 214.307 | 97.2% | 101.0% | 97.2% | 103.8% | 99.1% |
| DRENTHE | WROOV kaartgroepen | 1 | 14.621 | 13.480 | 13.398 | -532 | 12.866 | 13.938 | 92.2% | 99.4% | 96.0% | 108.3% | 95.3% | |
| | | 2 | 1.757 | 1.743 | 1.859 | -269 | 1.590 | 1.783 | 99.2% | 106.7% | 85.5% | 112.1% | 101.5% | |
| | | 3 | 18.311 | 17.826 | 17.767 | -323 | 17.444 | 18.188 | 97.3% | 99.7% | 98.2% | 104.3% | 99.3% | |
| | | 4 | 410 | 391 | 392 | -30 | 361 | 539 | 95.3% | 100.2% | 92.3% | 149.1% | 131.4% | |
| | | 5 | 7.503 | 7.272 | 7.158 | -216 | 6.942 | 8.318 | 96.9% | 98.4% | 97.0% | 119.8% | 110.9% | |
| | | 7 | 337 | 348 | 304 | -16 | 288 | 793 | 103.5% | 87.2% | 94.9% | 275.1% | 235.6% | |
| | | 8 | 1.185 | 1.235 | 1.258 | -193 | 1.065 | 920 | 104.2% | 101.9% | 84.6% | 86.4% | 77.6% | |
| | | 12 | 38 | 33 | 31 | -1 | 31 | 33 | 85.9% | 96.1% | 97.7% | 109.0% | 87.9% | |
| | | 15 | 3.201 | 2.875 | 2.871 | -52 | 2.819 | 2.939 | 89.8% | 99.9% | 98.2% | 104.2% | 91.8% | |
| | | 26 | 18 | 8 | 8 | 0 | 8 | 8 | 45.3% | 94.8% | 96.7% | 106.2% | 44.1% | |
| | | Subtot. | 47.382 | 45.210 | 45.046 | -1.632 | 43.414 | 47.459 | 95.4% | 99.6% | 96.4% | 109.3% | 100.2% | |
| | | niet WROOV (6,9) | 6 | 492 | 498 | 498 | 0 | 498 | 498 | 101.2% | 100.0% | 100.0% | 100.0% | 101.2% |
| | | Subtot. | 492 | 498 | 498 | 0 | 498 | 498 | 101.2% | 100.0% | 100.0% | 100.0% | 101.2% | |
| | | Totaal overheid | | 47.874 | 45.709 | 45.544 | -1.632 | 43.912 | 47.957 | 95.5% | 99.6% | 96.4% | 109.2% | 100.2% |
| FLEVOLAND | WROOV kaartgroepen | 1 | 30.836 | 29.568 | 29.243 | 0 | 29.243 | 29.901 | 95.9% | 98.9% | 100.0% | 102.3% | 97.0% | |
| | | 2 | 14.845 | 13.342 | 14.657 | 0 | 14.657 | 14.630 | 89.9% | 109.9% | 100.0% | 99.8% | 98.6% | |
| | | 3 | 23.533 | 21.990 | 22.497 | 0 | 22.497 | 20.081 | 93.4% | 102.3% | 100.0% | 89.3% | 85.3% | |
| | | 4 | 1.583 | 1.509 | 1.512 | 0 | 1.512 | 1.802 | 95.3% | 100.2% | 100.0% | 119.2% | 113.8% | |
| | | 5 | 16.700 | 16.187 | 15.933 | 0 | 15.933 | 16.343 | 96.9% | 98.4% | 100.0% | 102.6% | 97.9% | |
| | | 7 | 2.991 | 3.096 | 2.700 | 0 | 2.700 | 2.089 | 103.5% | 87.2% | 100.0% | 77.4% | 69.8% | |
| | | 8 | 6.841 | 7.113 | 7.063 | 0 | 7.063 | 7.473 | 104.0% | 99.3% | 100.0% | 105.8% | 109.2% | |
| | | 12 | 10 | 9 | 8 | 0 | 8 | 7 | 82.9% | 96.1% | 100.0% | 80.2% | 63.9% | |
| | | 15 | 5.894 | 5.386 | 5.762 | 0 | 5.762 | 6.133 | 91.4% | 107.0% | 100.0% | 106.5% | 104.1% | |
| | | 26 | 37 | 17 | 16 | 0 | 16 | 16 | 45.3% | 94.8% | 100.0% | 101.0% | 43.4% | |
| | | Subtot. | 103.269 | 98.215 | 99.391 | 0 | 99.391 | 98.475 | 95.1% | 101.2% | 100.0% | 99.1% | 95.4% | |
| | | niet WROOV (6,9) | 6 | 748 | 686 | 686 | 0 | 686 | 686 | 91.7% | 100.0% | 100.0% | 100.0% | 91.7% |
| | | Subtot. | 748 | 686 | 686 | 0 | 686 | 686 | 91.7% | 100.0% | 100.0% | 100.0% | 91.7% | |
| | | Totaal overheid | | 104.018 | 98.901 | 100.077 | 0 | 100.077 | 99.161 | 95.1% | 101.2% | 100.0% | 99.1% | 95.3% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|------------|--------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| FRIESLAND | WROOV kaartgroepen | 1 | 26.420 | 26.160 | 25.726 | 1.163 | 26.889 | 28.371 | 99.0% | 98.3% | 104.5% | 105.5% | 107.4% | |
| | | 2 | 2.450 | 2.542 | 2.662 | 275 | 2.938 | 2.833 | 103.8% | 104.7% | 110.3% | 96.4% | 115.6% | |
| | | 3 | 36.549 | 35.330 | 33.665 | 547 | 34.213 | 34.087 | 96.7% | 95.3% | 101.6% | 99.6% | 93.3% | |
| | | 4 | 1.201 | 1.144 | 1.147 | 30 | 1.177 | 1.153 | 95.3% | 100.2% | 102.6% | 98.0% | 96.1% | |
| | | 5 | 14.357 | 13.916 | 13.698 | 453 | 14.151 | 12.559 | 96.9% | 98.4% | 103.3% | 88.8% | 87.5% | |
| | | 7 | 1.034 | 1.070 | 933 | 67 | 1.000 | 2.047 | 103.5% | 87.2% | 107.2% | 204.8% | 198.1% | |
| | | 8 | 789 | 875 | 868 | 214 | 1.083 | 1.291 | 110.8% | 99.2% | 124.7% | 119.3% | 163.6% | |
| | | 12 | 29 | 24 | 23 | 1 | 24 | 29 | 81.7% | 96.1% | 103.5% | 121.4% | 98.6% | |
| | | 15 | 3.749 | 3.872 | 3.987 | 125 | 4.112 | 4.196 | 103.3% | 103.0% | 103.1% | 102.0% | 111.9% | |
| | | 26 | 34 | 16 | 15 | 0 | 15 | 16 | 45.3% | 94.8% | 103.1% | 102.6% | 45.5% | |
| | | Subtot. | 86.612 | 84.948 | 82.724 | 2.877 | 85.600 | 86.582 | 98.1% | 97.4% | 103.5% | 101.1% | 100.0% | |
| | | niet WROOV (6,9) | 6 | 993 | 1.396 | 1.396 | 0 | 1.396 | 1.396 | 140.6% | 100.0% | 100.0% | 100.0% | 140.6% |
| | | Subtot. | 993 | 1.396 | 1.396 | 0 | 1.396 | 1.396 | 140.6% | 100.0% | 100.0% | 100.0% | 100.0% | 140.6% |
| | | Totaal overheid | | 87.605 | 86.344 | 84.120 | 2.877 | 86.996 | 87.978 | 98.6% | 97.4% | 103.4% | 101.1% | 100.4% |
| GELDERLAND | WROOV kaartgroepen | 1 | 43.370 | 40.327 | 39.573 | 0 | 39.573 | 38.749 | 93.0% | 98.1% | 100.0% | 97.9% | 89.3% | |
| | | 2 | 8.124 | 7.539 | 7.908 | 0 | 7.908 | 8.102 | 92.8% | 104.9% | 100.0% | 102.5% | 99.7% | |
| | | 3 | 33.866 | 31.056 | 31.165 | 0 | 31.165 | 30.247 | 91.7% | 100.4% | 100.0% | 97.1% | 89.3% | |
| | | 4 | 1.466 | 1.396 | 1.400 | 0 | 1.400 | 1.461 | 95.3% | 100.2% | 100.0% | 104.3% | 99.7% | |
| | | 5 | 14.814 | 14.359 | 14.134 | 0 | 14.134 | 15.006 | 96.9% | 98.4% | 100.0% | 106.2% | 101.3% | |
| | | 7 | 1.344 | 1.392 | 1.214 | 0 | 1.214 | 2.102 | 103.5% | 87.2% | 100.0% | 173.2% | 156.3% | |
| | | 8 | 4.741 | 5.052 | 5.102 | 0 | 5.102 | 5.596 | 106.6% | 101.0% | 100.0% | 109.7% | 118.0% | |
| | | 12 | 73 | 54 | 52 | 0 | 52 | 51 | 74.5% | 96.1% | 100.0% | 97.2% | 69.5% | |
| | | 15 | 7.855 | 7.076 | 6.717 | 0 | 6.717 | 6.251 | 90.1% | 94.9% | 100.0% | 93.1% | 79.6% | |
| | | 26 | 45 | 21 | 19 | 0 | 19 | 16 | 45.3% | 94.8% | 100.0% | 83.0% | 35.7% | |
| | | Subtot. | 115.699 | 108.272 | 107.284 | 0 | 107.284 | 107.580 | 93.6% | 99.1% | 100.0% | 100.3% | 93.0% | |
| | | niet WROOV (6,9) | 6 | 3.973 | 3.005 | 3.005 | 0 | 3.005 | 3.005 | 75.6% | 100.0% | 100.0% | 100.0% | 75.6% |
| | | Subtot. | 3.973 | 3.005 | 3.005 | 0 | 3.005 | 3.005 | 75.6% | 100.0% | 100.0% | 100.0% | 75.6% | |
| | | Totaal overheid | | 119.672 | 111.278 | 110.289 | 0 | 110.289 | 110.585 | 93.0% | 99.1% | 100.0% | 100.3% | 92.4% |
| GRONINGEN | WROOV kaartgroepen | 1 | 40.925 | 38.533 | 38.429 | 0 | 38.429 | 37.612 | 94.2% | 99.7% | 100.0% | 97.9% | 91.9% | |
| | | 2 | 4.035 | 3.768 | 4.053 | 0 | 4.053 | 4.049 | 93.4% | 107.5% | 100.0% | 99.9% | 100.4% | |
| | | 3 | 53.137 | 50.776 | 49.651 | 0 | 49.651 | 50.316 | 95.6% | 97.8% | 100.0% | 101.3% | 94.7% | |
| | | 4 | 1.903 | 1.813 | 1.818 | 0 | 1.818 | 1.588 | 95.3% | 100.2% | 100.0% | 87.4% | 83.5% | |
| | | 5 | 23.799 | 23.067 | 22.705 | 0 | 22.705 | 31.531 | 96.9% | 98.4% | 100.0% | 138.9% | 132.5% | |
| | | 7 | 483 | 500 | 436 | 0 | 436 | 1.405 | 103.5% | 87.2% | 100.0% | 322.3% | 291.0% | |
| | | 8 | 1.027 | 1.087 | 1.123 | 0 | 1.123 | 778 | 105.8% | 103.3% | 100.0% | 69.3% | 75.8% | |
| | | 12 | 37 | 36 | 35 | 0 | 35 | 29 | 96.8% | 96.1% | 100.0% | 84.1% | 78.2% | |
| | | 15 | 7.234 | 6.669 | 6.752 | 0 | 6.752 | 6.916 | 92.2% | 101.3% | 100.0% | 102.4% | 95.6% | |
| | | 26 | 50 | 23 | 22 | 0 | 22 | 22 | 45.3% | 94.8% | 100.0% | 99.6% | 42.8% | |
| | | Subtot. | 132.631 | 126.273 | 125.022 | 0 | 125.022 | 134.248 | 95.2% | 99.0% | 100.0% | 107.4% | 101.2% | |
| | | niet WROOV (6,9) | 6 | 1.202 | 1.201 | 1.201 | 0 | 1.201 | 1.201 | 99.9% | 100.0% | 100.0% | 100.0% | 99.9% |
| | | Subtot. | 1.202 | 1.201 | 1.201 | 0 | 1.201 | 1.201 | 99.9% | 100.0% | 100.0% | 100.0% | 99.9% | |
| | | Totaal overheid | | 133.833 | 127.474 | 126.223 | 0 | 126.223 | 135.449 | 95.2% | 99.0% | 100.0% | 107.3% | 101.2% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|---------------|--------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| HAAGLANDEN | WROOV kaartgroepen | 1 | 182.545 | 173.156 | 172.280 | 0 | 172.280 | 167.924 | 94.9% | 99.5% | 100.0% | 97.5% | 92.0% | |
| | | 2 | 69.533 | 66.797 | 67.245 | 0 | 67.245 | 68.123 | 96.1% | 100.7% | 100.0% | 101.3% | 98.0% | |
| | | 3 | 18.514 | 16.192 | 15.835 | 0 | 15.835 | 17.599 | 87.5% | 97.8% | 100.0% | 111.1% | 95.1% | |
| | | 4 | 57.351 | 54.648 | 54.784 | -2 | 54.782 | 59.772 | 95.3% | 100.2% | 100.0% | 109.1% | 104.2% | |
| | | 5 | 19.761 | 19.154 | 18.853 | 0 | 18.853 | 21.524 | 96.9% | 98.4% | 100.0% | 114.2% | 108.9% | |
| | | 7 | 9.582 | 9.917 | 8.650 | 0 | 8.650 | 7.909 | 103.5% | 87.2% | 100.0% | 91.4% | 82.5% | |
| | | 8 | 32.311 | 33.064 | 33.780 | 0 | 33.780 | 27.279 | 102.3% | 102.2% | 100.0% | 80.8% | 84.4% | |
| | | 12 | 59 | 43 | 41 | 0 | 41 | 37 | 73.1% | 96.1% | 100.0% | 90.5% | 63.6% | |
| | | 15 | 50.343 | 47.905 | 47.727 | -20 | 47.706 | 48.733 | 95.2% | 99.6% | 100.0% | 102.2% | 96.8% | |
| | | 26 | 136 | 62 | 58 | 0 | 58 | 66 | 45.3% | 94.8% | 100.0% | 112.3% | 48.3% | |
| | | Subtot. | 440.135 | 420.938 | 419.253 | -23 | 419.231 | 418.966 | 95.6% | 99.6% | 100.0% | 99.9% | 95.2% | |
| | | niet WROOV (6,9) | 6 | 20.301 | 21.157 | 21.157 | 0 | 21.157 | 21.157 | 104.2% | 100.0% | 100.0% | 100.0% | 104.2% |
| | | Subtot. | 20.301 | 21.157 | 21.157 | 0 | 21.157 | 21.157 | 104.2% | 100.0% | 100.0% | 100.0% | 100.0% | 104.2% |
| | | Totaal overheid | | 460.436 | 442.095 | 440.410 | -23 | 440.388 | 440.123 | 96.0% | 99.6% | 100.0% | 99.9% | 95.6% |
| LIMBURG | WROOV kaartgroepen | 1 | 29.162 | 29.222 | 28.356 | 0 | 28.356 | 27.598 | 100.2% | 97.0% | 100.0% | 97.3% | 94.6% | |
| | | 2 | 11.420 | 11.703 | 11.734 | 0 | 11.734 | 11.654 | 102.5% | 100.3% | 100.0% | 99.3% | 102.0% | |
| | | 3 | 14.368 | 14.947 | 14.263 | 0 | 14.263 | 14.646 | 104.0% | 95.4% | 100.0% | 102.7% | 101.9% | |
| | | 4 | 4.918 | 4.686 | 4.698 | 0 | 4.698 | 3.432 | 95.3% | 100.2% | 100.0% | 73.1% | 69.8% | |
| | | 5 | 6.385 | 6.188 | 6.091 | 0 | 6.091 | 6.100 | 96.9% | 98.4% | 100.0% | 100.1% | 95.5% | |
| | | 7 | 501 | 519 | 452 | 0 | 452 | 942 | 103.5% | 87.2% | 100.0% | 208.3% | 188.1% | |
| | | 8 | 3.961 | 4.420 | 4.467 | 0 | 4.467 | 4.993 | 111.6% | 101.1% | 100.0% | 111.8% | 126.0% | |
| | | 12 | 239 | 220 | 211 | 0 | 211 | 220 | 91.9% | 96.1% | 100.0% | 104.1% | 91.9% | |
| | | 15 | 11.996 | 15.126 | 13.741 | 0 | 13.741 | 14.258 | 126.1% | 90.8% | 100.0% | 103.8% | 118.9% | |
| | | 26 | 32 | 15 | 14 | 0 | 14 | 14 | 45.3% | 94.8% | 100.0% | 104.5% | 44.9% | |
| | | Subtot. | 82.982 | 87.045 | 84.027 | 0 | 84.027 | 83.856 | 104.9% | 96.5% | 100.0% | 99.8% | 101.1% | |
| | | niet WROOV (6,9) | 6 | 5.298 | 8.252 | 8.252 | 0 | 8.252 | 8.252 | 155.8% | 100.0% | 100.0% | 100.0% | 155.8% |
| | | Subtot. | 5.298 | 8.252 | 8.252 | 0 | 8.252 | 8.252 | 155.8% | 100.0% | 100.0% | 100.0% | 155.8% | |
| | | Totaal overheid | | 88.280 | 95.297 | 92.278 | 0 | 92.278 | 92.108 | 107.9% | 96.8% | 100.0% | 99.8% | 104.3% |
| NOORD-BRABANT | WROOV kaartgroepen | 1 | 37.935 | 32.265 | 32.402 | 474 | 32.876 | 33.788 | 85.1% | 100.4% | 101.5% | 102.8% | 89.1% | |
| | | 2 | 14.050 | 12.141 | 12.396 | 173 | 12.569 | 12.650 | 86.4% | 102.1% | 101.4% | 100.6% | 90.0% | |
| | | 3 | 32.042 | 28.679 | 28.322 | 373 | 28.695 | 28.015 | 89.5% | 98.8% | 101.3% | 97.6% | 87.4% | |
| | | 4 | 1.851 | 1.763 | 1.768 | 0 | 1.768 | 1.281 | 95.3% | 100.2% | 100.0% | 72.5% | 69.2% | |
| | | 5 | 10.617 | 10.291 | 10.129 | 207 | 10.337 | 8.030 | 96.9% | 98.4% | 102.0% | 77.7% | 75.6% | |
| | | 7 | 1.892 | 1.958 | 1.708 | 4 | 1.712 | 3.139 | 103.5% | 87.2% | 100.2% | 183.3% | 165.9% | |
| | | 8 | 6.414 | 6.846 | 6.816 | 37 | 6.853 | 7.069 | 106.7% | 99.6% | 100.5% | 103.1% | 110.2% | |
| | | 12 | 90 | 74 | 71 | 1 | 72 | 74 | 82.8% | 96.1% | 100.7% | 103.0% | 82.5% | |
| | | 15 | 8.506 | 4.763 | 5.004 | 34 | 5.038 | 4.248 | 56.0% | 105.1% | 100.7% | 84.3% | 49.9% | |
| | | 26 | 46 | 21 | 20 | 0 | 20 | 18 | 45.3% | 94.8% | 101.2% | 90.2% | 39.2% | |
| | | Subtot. | 113.442 | 98.802 | 98.636 | 1.304 | 99.940 | 98.312 | 87.1% | 99.8% | 101.3% | 98.4% | 86.7% | |
| | | niet WROOV (6,9) | 6 | 7.501 | 6.420 | 6.420 | 0 | 6.420 | 6.420 | 85.6% | 100.0% | 100.0% | 100.0% | 85.6% |
| | | Subtot. | 7.501 | 6.420 | 6.420 | 0 | 6.420 | 6.420 | 85.6% | 100.0% | 100.0% | 100.0% | 85.6% | |
| | | Totaal overheid | | 120.943 | 105.221 | 105.056 | 1.304 | 106.360 | 104.732 | 87.0% | 99.8% | 101.2% | 98.5% | 86.6% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|------------------|--------------------|--------------------|--------------------|---------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| NOORD-HOLLAND | WROOV kaartgroepen | 1 | 58.148 | 54.218 | 54.793 | -1.183 | 53.610 | 52.274 | 93.2% | 101.1% | 97.8% | 97.5% | 89.9% | |
| | | 2 | 15.032 | 13.538 | 13.669 | -172 | 13.498 | 12.845 | 90.1% | 101.0% | 98.7% | 95.2% | 85.4% | |
| | | 3 | 18.984 | 17.121 | 16.828 | -306 | 16.522 | 16.674 | 90.2% | 98.3% | 98.2% | 100.9% | 87.8% | |
| | | 4 | 5.441 | 5.184 | 5.197 | -35 | 5.163 | 4.524 | 95.3% | 100.2% | 99.3% | 87.6% | 83.2% | |
| | | 5 | 10.883 | 10.549 | 10.383 | -279 | 10.104 | 10.730 | 96.9% | 98.4% | 97.3% | 106.2% | 98.6% | |
| | | 7 | 2.492 | 2.580 | 2.250 | -73 | 2.177 | 2.450 | 103.5% | 87.2% | 96.7% | 112.6% | 98.3% | |
| | | 8 | 11.469 | 12.100 | 11.991 | -94 | 11.897 | 12.688 | 105.5% | 99.1% | 99.2% | 106.7% | 110.6% | |
| | | 12 | 27 | 21 | 20 | 0 | 20 | 16 | 75.7% | 96.1% | 99.1% | 78.3% | 56.4% | |
| | | 15 | 16.470 | 15.360 | 15.094 | -239 | 14.855 | 14.322 | 93.3% | 98.3% | 98.4% | 96.4% | 87.0% | |
| | | 26 | 53 | 24 | 23 | 0 | 22 | 22 | 45.3% | 94.8% | 98.1% | 96.6% | 40.7% | |
| | | Subtot. | 139.000 | 130.695 | 130.249 | -2.382 | 127.866 | 126.545 | 94.0% | 99.7% | 98.2% | 99.0% | 91.0% | |
| | | niet WROOV (6,9) | 6 | 5.493 | 5.622 | 5.622 | 0 | 5.622 | 5.622 | 102.4% | 100.0% | 100.0% | 100.0% | 102.4% |
| | | Subtot. | 5.493 | 5.622 | 5.622 | 0 | 5.622 | 5.622 | 102.4% | 100.0% | 100.0% | 100.0% | 102.4% | |
| | | Totaal overheid | | 144.493 | 136.317 | 135.871 | -2.382 | 133.489 | 132.168 | 94.3% | 99.7% | 98.2% | 99.0% | 91.5% |
| NSR | WROOV kaartgroepen | 1 | 13.367 | 12.492 | 12.364 | 0 | 12.364 | 13.635 | 93.5% | 99.0% | 100.0% | 110.3% | 102.0% | |
| | | 2 | 479 | 486 | 477 | 0 | 477 | 413 | 101.4% | 98.2% | 100.0% | 86.5% | 86.1% | |
| | | 3 | 5.493 | 5.196 | 5.326 | 0 | 5.326 | 4.993 | 94.6% | 102.5% | 100.0% | 93.7% | 90.9% | |
| | | 4 | 1.121 | 1.068 | 1.071 | 0 | 1.071 | 896 | 95.3% | 100.2% | 100.0% | 83.6% | 79.9% | |
| | | 5 | 5.635 | 5.461 | 5.376 | 0 | 5.376 | 5.562 | 96.9% | 98.4% | 100.0% | 103.5% | 98.7% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 162.9% | 106.1% | 100.0% | .0% | .0% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 77.2% | 96.1% | 100.0% | .0% | .0% | |
| | | 15 | 2.174 | 2.004 | 2.117 | 0 | 2.117 | 2.248 | 92.2% | 105.6% | 100.0% | 106.2% | 103.4% | |
| | | 26 | 9 | 4 | 4 | 0 | 4 | 0 | 45.3% | 94.8% | 100.0% | .0% | .0% | |
| | | Subtot. | 28.279 | 26.711 | 26.734 | 0 | 26.734 | 27.746 | 94.5% | 100.1% | 100.0% | 103.8% | 98.1% | |
| | | niet WROOV (6,9) | 6 | 147 | 636 | 636 | 0 | 636 | 636 | 432.7% | 100.0% | 100.0% | 100.0% | 432.7% |
| | | Subtot. | 147 | 636 | 636 | 0 | 636 | 636 | 432.7% | 100.0% | 100.0% | 100.0% | 432.7% | |
| | | Totaal overheid | | 28.426 | 27.347 | 27.370 | 0 | 27.370 | 28.382 | 96.2% | 100.1% | 100.0% | 103.7% | 99.8% |
| | | OVERIJSEL | WROOV kaartgroepen | 1 | 15.604 | 14.502 | 14.457 | 0 | 14.457 | 14.569 | 92.9% | 99.7% | 100.0% | 100.8% |
| 2 | 1.568 | | | 1.355 | 1.424 | 0 | 1.424 | 1.352 | 86.4% | 105.1% | 100.0% | 94.9% | 86.2% | |
| 3 | 20.160 | | | 18.356 | 18.560 | 0 | 18.560 | 18.247 | 91.1% | 101.1% | 100.0% | 98.3% | 90.5% | |
| 4 | 800 | | | 762 | 764 | 0 | 764 | 980 | 95.3% | 100.2% | 100.0% | 128.3% | 122.6% | |
| 5 | 16.709 | | | 16.195 | 15.941 | 0 | 15.941 | 16.589 | 96.9% | 98.4% | 100.0% | 104.1% | 99.3% | |
| 7 | 691 | | | 715 | 624 | 0 | 624 | 1.033 | 103.5% | 87.2% | 100.0% | 165.6% | 149.5% | |
| 8 | 2.694 | | | 2.860 | 2.849 | 0 | 2.849 | 2.521 | 106.2% | 99.6% | 100.0% | 88.5% | 93.6% | |
| 12 | 43 | | | 37 | 35 | 0 | 35 | 39 | 86.5% | 96.1% | 100.0% | 110.4% | 91.7% | |
| 15 | 3.999 | | | 3.704 | 3.578 | 0 | 3.578 | 3.215 | 92.6% | 96.6% | 100.0% | 89.9% | 80.4% | |
| 26 | 20 | | | 9 | 9 | 0 | 9 | 8 | 45.3% | 94.8% | 100.0% | 93.4% | 40.2% | |
| Subtot. | 62.287 | | | 58.495 | 58.240 | 0 | 58.240 | 58.553 | 93.9% | 99.6% | 100.0% | 100.5% | 94.0% | |
| niet WROOV (6,9) | 6 | | | 574 | 581 | 581 | 0 | 581 | 581 | 101.1% | 100.0% | 100.0% | 100.0% | 101.1% |
| Subtot. | 574 | | | 581 | 581 | 0 | 581 | 581 | 101.1% | 100.0% | 100.0% | 100.0% | 101.1% | |
| Totaal overheid | | | | 62.861 | 59.076 | 58.821 | 0 | 58.821 | 59.134 | 94.0% | 99.6% | 100.0% | 100.5% | 94.1% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|--------------------|--------------------|-----------|-----------|-----------|-----------|---------|-----------|-----------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| SAN | WROOV kaartgroepen | 1 | 51.648 | 47.467 | 47.880 | 0 | 47.880 | 47.358 | 91.9% | 100.9% | 100.0% | 98.9% | 91.7% | |
| | | 2 | 16.635 | 14.511 | 14.243 | 0 | 14.243 | 14.077 | 87.2% | 98.2% | 100.0% | 98.8% | 84.6% | |
| | | 3 | 16.059 | 14.169 | 14.308 | 0 | 14.308 | 14.513 | 88.2% | 101.0% | 100.0% | 101.4% | 90.4% | |
| | | 4 | 7.516 | 7.162 | 7.179 | 0 | 7.179 | 7.554 | 95.3% | 100.2% | 100.0% | 105.2% | 100.5% | |
| | | 5 | 9.508 | 9.216 | 9.071 | 0 | 9.071 | 9.723 | 96.9% | 98.4% | 100.0% | 107.2% | 102.3% | |
| | | 7 | 1.641 | 1.699 | 1.481 | 0 | 1.481 | 2.566 | 103.5% | 87.2% | 100.0% | 173.2% | 156.4% | |
| | | 8 | 6.684 | 7.200 | 7.141 | 0 | 7.141 | 7.058 | 107.7% | 99.2% | 100.0% | 98.8% | 105.6% | |
| | | 12 | 70 | 54 | 52 | 0 | 52 | 46 | 77.7% | 96.1% | 100.0% | 89.3% | 66.6% | |
| | | 15 | 16.211 | 13.819 | 13.624 | 0 | 13.624 | 12.113 | 85.2% | 98.6% | 100.0% | 88.9% | 74.7% | |
| | | 26 | 48 | 22 | 21 | 0 | 21 | 18 | 45.3% | 94.8% | 100.0% | 87.8% | 37.7% | |
| | | Subtot. | 126.020 | 115.317 | 115.001 | 0 | 115.001 | 115.025 | 91.5% | 99.7% | 100.0% | 100.0% | 91.3% | |
| | | niet WROOV (6,9) | 6 | 4.504 | 4.503 | 4.503 | 0 | 4.503 | 4.503 | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | | Subtot. | 4.504 | 4.503 | 4.503 | 0 | 4.503 | 4.503 | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| | | Totaal overheid | | 130.525 | 119.820 | 119.504 | 0 | 119.504 | 119.529 | 91.8% | 99.7% | 100.0% | 100.0% | 91.6% |
| SOV | WROOV kaartgroepen | 15 | 29.281 | 26.272 | 26.559 | 10 | 26.569 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | |
| | | 26 | 13 | 6 | 6 | 0 | 6 | 0 | 45.3% | 94.8% | 100.0% | .0% | .0% | |
| | | Subtot. | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | |
| Totaal overheid | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | |
| SRA | WROOV kaartgroepen | 1 | 394.623 | 385.551 | 380.449 | 552 | 381.001 | 387.620 | 97.7% | 98.7% | 100.1% | 101.7% | 98.2% | |
| | | 2 | 159.572 | 155.749 | 160.777 | 165 | 160.943 | 160.774 | 97.6% | 103.2% | 100.1% | 99.9% | 100.8% | |
| | | 3 | 93.295 | 84.471 | 84.938 | 81 | 85.019 | 87.498 | 90.5% | 100.6% | 100.1% | 102.9% | 93.8% | |
| | | 4 | 68.793 | 65.550 | 65.714 | 37 | 65.750 | 67.676 | 95.3% | 100.2% | 100.1% | 102.9% | 98.4% | |
| | | 5 | 105.684 | 102.435 | 100.828 | 42 | 100.870 | 94.453 | 96.9% | 98.4% | 100.0% | 93.6% | 89.4% | |
| | | 7 | 32.072 | 33.195 | 28.951 | 23 | 28.974 | 20.910 | 103.5% | 87.2% | 100.1% | 72.2% | 65.2% | |
| | | 8 | 64.037 | 68.017 | 69.712 | 73 | 69.785 | 72.484 | 106.2% | 102.5% | 100.1% | 103.9% | 113.2% | |
| | | 12 | 120 | 96 | 92 | 0 | 93 | 92 | 80.4% | 96.1% | 100.1% | 98.9% | 76.4% | |
| | | 15 | 87.311 | 84.647 | 82.470 | 166 | 82.637 | 83.146 | 96.9% | 97.4% | 100.2% | 100.6% | 95.2% | |
| | | 26 | 337 | 153 | 145 | 0 | 145 | 155 | 45.3% | 94.8% | 100.2% | 107.1% | 46.1% | |
| | | Subtot. | 1.005.844 | 979.864 | 974.076 | 1.140 | 975.217 | 974.808 | 97.4% | 99.4% | 100.1% | 100.0% | 96.9% | |
| | | niet WROOV (6,9) | 6 | 68.731 | 71.106 | 71.106 | 0 | 71.106 | 71.106 | 103.5% | 100.0% | 100.0% | 100.0% | 103.5% |
| | | Subtot. | 68.731 | 71.106 | 71.106 | 0 | 71.106 | 71.106 | 103.5% | 100.0% | 100.0% | 100.0% | 103.5% | |
| | | Totaal overheid | | 1.074.574 | 1.050.970 | 1.045.183 | 1.140 | 1.046.323 | 1.045.914 | 97.8% | 99.4% | 100.1% | 100.0% | 97.3% |
| SRE | WROOV kaartgroepen | 1 | 21.120 | 17.213 | 17.287 | -474 | 16.812 | 16.648 | 81.5% | 100.4% | 97.3% | 99.0% | 78.8% | |
| | | 2 | 6.146 | 5.583 | 5.979 | -173 | 5.805 | 5.778 | 90.8% | 107.1% | 97.1% | 99.5% | 94.0% | |
| | | 3 | 11.762 | 10.880 | 11.461 | -373 | 11.088 | 10.614 | 92.5% | 105.3% | 96.7% | 95.7% | 90.2% | |
| | | 4 | 1.357 | 1.293 | 1.296 | 0 | 1.296 | 1.303 | 95.3% | 100.2% | 100.0% | 100.5% | 96.0% | |
| | | 5 | 3.261 | 3.161 | 3.111 | -207 | 2.904 | 2.607 | 96.9% | 98.4% | 93.3% | 89.8% | 80.0% | |
| | | 7 | 767 | 794 | 692 | -4 | 688 | 1.222 | 103.5% | 87.2% | 99.4% | 177.6% | 159.3% | |
| | | 8 | 3.762 | 4.180 | 4.216 | -37 | 4.178 | 4.371 | 111.1% | 100.9% | 99.1% | 104.6% | 116.2% | |
| | | 12 | 94 | 88 | 84 | -1 | 84 | 81 | 93.1% | 96.1% | 99.4% | 96.5% | 85.8% | |
| | | 15 | 4.767 | 2.959 | 2.911 | -34 | 2.877 | 2.026 | 62.1% | 98.4% | 98.8% | 70.4% | 42.5% | |
| | | 26 | 21 | 10 | 9 | 0 | 9 | 8 | 45.3% | 94.8% | 97.4% | 89.2% | 37.3% | |
| | | Subtot. | 53.058 | 46.160 | 47.046 | -1.304 | 45.742 | 44.657 | 87.0% | 101.9% | 97.2% | 97.6% | 84.2% | |
| | | niet WROOV (6,9) | 6 | 3.407 | 3.305 | 3.305 | 0 | 3.305 | 3.305 | 97.0% | 100.0% | 100.0% | 100.0% | 97.0% |
| | | Subtot. | 3.407 | 3.305 | 3.305 | 0 | 3.305 | 3.305 | 97.0% | 100.0% | 100.0% | 100.0% | 97.0% | |
| | | Totaal overheid | | 56.465 | 49.465 | 50.351 | -1.304 | 49.047 | 47.962 | 87.6% | 101.8% | 97.4% | 97.8% | 84.9% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------|--------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| SRR | WROOV kaartgroepen | 1 | 206.951 | 192.430 | 191.278 | 0 | 191.278 | 187.304 | 93.0% | 99.4% | 100.0% | 97.9% | 90.5% | |
| | | 2 | 76.434 | 73.623 | 73.741 | 0 | 73.741 | 73.223 | 96.3% | 100.2% | 100.0% | 99.3% | 95.8% | |
| | | 3 | 60.014 | 56.734 | 56.963 | 0 | 56.963 | 57.048 | 94.5% | 100.4% | 100.0% | 100.1% | 95.1% | |
| | | 4 | 51.321 | 48.902 | 49.025 | 0 | 49.025 | 45.376 | 95.3% | 100.2% | 100.0% | 92.6% | 88.4% | |
| | | 5 | 71.485 | 69.288 | 68.201 | 0 | 68.201 | 69.115 | 96.9% | 98.4% | 100.0% | 101.3% | 96.7% | |
| | | 7 | 11.073 | 11.461 | 9.996 | 0 | 9.996 | 8.226 | 103.5% | 87.2% | 100.0% | 82.3% | 74.3% | |
| | | 8 | 24.874 | 25.704 | 25.400 | 0 | 25.400 | 25.210 | 103.3% | 98.8% | 100.0% | 99.3% | 101.4% | |
| | | 12 | 53 | 41 | 39 | 0 | 39 | 35 | 76.9% | 96.1% | 100.0% | 90.6% | 66.9% | |
| | | 15 | 58.560 | 51.042 | 50.532 | 11 | 50.543 | 52.237 | 87.2% | 99.0% | 100.0% | 103.4% | 89.2% | |
| | | 26 | 179 | 81 | 77 | 0 | 77 | 79 | 45.3% | 94.8% | 100.0% | 102.3% | 44.0% | |
| | | Subtot. | 560.945 | 529.306 | 525.252 | 11 | 525.263 | 517.854 | 94.4% | 99.2% | 100.0% | 98.6% | 92.3% | |
| | | niet WROOV (6,9) | 6 | 22.596 | 24.276 | 24.276 | 0 | 24.276 | 24.276 | 107.4% | 100.0% | 100.0% | 100.0% | 107.4% |
| | | Subtot. | 22.596 | 24.276 | 24.276 | 0 | 24.276 | 24.276 | 107.4% | 100.0% | 100.0% | 100.0% | 107.4% | |
| | | Totaal overheid | | 583.541 | 553.581 | 549.528 | 11 | 549.538 | 542.129 | 94.9% | 99.3% | 100.0% | 98.7% | 92.9% |
| TWENTE | WROOV kaartgroepen | 1 | 14.005 | 13.492 | 13.150 | 0 | 13.150 | 12.902 | 96.3% | 97.5% | 100.0% | 98.1% | 92.1% | |
| | | 2 | 4.640 | 4.628 | 4.865 | 0 | 4.865 | 4.882 | 99.8% | 105.1% | 100.0% | 100.4% | 105.2% | |
| | | 3 | 8.314 | 8.105 | 8.412 | 0 | 8.412 | 8.782 | 97.5% | 103.8% | 100.0% | 104.4% | 105.6% | |
| | | 4 | 1.423 | 1.355 | 1.359 | 0 | 1.359 | 1.026 | 95.3% | 100.2% | 100.0% | 75.5% | 72.1% | |
| | | 5 | 3.501 | 3.393 | 3.340 | 0 | 3.340 | 3.187 | 96.9% | 98.4% | 100.0% | 95.4% | 91.1% | |
| | | 7 | 243 | 252 | 219 | 0 | 219 | 439 | 103.5% | 87.2% | 100.0% | 200.0% | 180.5% | |
| | | 8 | 1.505 | 1.653 | 1.668 | 0 | 1.668 | 1.853 | 109.8% | 100.9% | 100.0% | 111.1% | 123.1% | |
| | | 12 | 70 | 60 | 58 | 0 | 58 | 57 | 85.5% | 96.1% | 100.0% | 99.5% | 81.7% | |
| | | 15 | 3.355 | 2.291 | 2.336 | 0 | 2.336 | 2.128 | 68.3% | 102.0% | 100.0% | 91.1% | 63.4% | |
| | | 26 | 15 | 7 | 6 | 0 | 6 | 6 | 45.3% | 94.8% | 100.0% | 93.5% | 40.2% | |
| | | Subtot. | 37.069 | 35.235 | 35.412 | 0 | 35.412 | 35.262 | 95.1% | 100.5% | 100.0% | 99.6% | 95.1% | |
| | | niet WROOV (6,9) | 6 | 1.501 | 1.581 | 1.581 | 0 | 1.581 | 1.581 | 105.3% | 100.0% | 100.0% | 100.0% | 105.3% |
| | | Subtot. | 1.501 | 1.581 | 1.581 | 0 | 1.581 | 1.581 | 105.3% | 100.0% | 100.0% | 100.0% | 105.3% | |
| | | Totaal overheid | | 38.570 | 36.816 | 36.993 | 0 | 36.993 | 36.842 | 95.5% | 100.5% | 100.0% | 99.6% | 95.5% |
| UTRECHT | WROOV kaartgroepen | 1 | 36.594 | 34.443 | 34.795 | 3.297 | 38.092 | 37.819 | 94.1% | 101.0% | 109.5% | 99.3% | 103.3% | |
| | | 2 | 6.087 | 5.521 | 5.853 | 1.880 | 7.734 | 7.815 | 90.7% | 106.0% | 132.1% | 101.1% | 128.4% | |
| | | 3 | 21.488 | 19.194 | 19.412 | -128 | 19.283 | 17.164 | 89.3% | 101.1% | 99.3% | 89.0% | 79.9% | |
| | | 4 | 1.155 | 1.101 | 1.104 | 229 | 1.333 | 1.504 | 95.3% | 100.2% | 120.8% | 112.8% | 130.2% | |
| | | 5 | 13.825 | 13.400 | 13.190 | -1.308 | 11.882 | 12.635 | 96.9% | 98.4% | 90.1% | 106.3% | 91.4% | |
| | | 7 | 1.174 | 1.215 | 1.060 | 63 | 1.123 | 1.967 | 103.5% | 87.2% | 106.0% | 175.2% | 167.6% | |
| | | 8 | 4.908 | 5.288 | 5.357 | 1.012 | 6.368 | 6.631 | 107.7% | 101.3% | 118.9% | 104.1% | 135.1% | |
| | | 12 | 36 | 28 | 27 | 10 | 37 | 37 | 78.7% | 96.1% | 138.2% | 98.6% | 103.1% | |
| | | 15 | 6.969 | 6.450 | 6.569 | 795 | 7.364 | 7.310 | 92.5% | 101.8% | 112.1% | 99.3% | 104.9% | |
| | | 26 | 34 | 16 | 15 | 1 | 16 | 16 | 45.3% | 94.8% | 109.2% | 96.7% | 45.3% | |
| | | Subtot. | 92.269 | 86.655 | 87.379 | 5.852 | 93.232 | 92.897 | 93.9% | 100.8% | 106.7% | 99.6% | 100.7% | |
| | | niet WROOV (6,9) | 6 | 2.320 | 2.410 | 2.410 | 0 | 2.410 | 2.410 | 103.8% | 100.0% | 100.0% | 100.0% | 103.8% |
| | | Subtot. | 2.320 | 2.410 | 2.410 | 0 | 2.410 | 2.410 | 103.8% | 100.0% | 100.0% | 100.0% | 103.8% | |
| | | Totaal overheid | | 94.590 | 89.064 | 89.789 | 5.852 | 95.641 | 95.306 | 94.2% | 100.8% | 106.5% | 99.6% | 100.8% |

Tabel 4.10 Vergelijking kilometers per overheid en per kaartgroep, * 1000 kms

| overheid | Verkopen jaar | kgroep | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect | |
|--------------|--------------------|------------------|-----------|-----------|---------|-----------|-----------|---------|----------------|----------------|---------------|----------------|---------------|--------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | | |
| | Kmproductiefactor | | A | B | C | D | E | F | | | | | | |
| | Lijnennet november | | | | | | | | | | | | | |
| | Indeling concessie | | | | | | | E-C | '09 | | | | | |
| | Sleutels november | | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | |
| ZEELAND | WROOV kaartgroepen | 1 | 12.990 | 11.765 | 11.764 | 0 | 11.764 | 11.940 | 90.6% | 100.0% | 100.0% | 101.5% | 91.9% | |
| | | 2 | 2.219 | 1.928 | 2.092 | 0 | 2.092 | 1.957 | 86.9% | 108.5% | 100.0% | 93.6% | 88.2% | |
| | | 3 | 11.375 | 9.665 | 9.556 | 0 | 9.556 | 9.986 | 85.0% | 98.9% | 100.0% | 104.5% | 87.8% | |
| | | 4 | 1.971 | 1.878 | 1.882 | 0 | 1.882 | 1.013 | 95.3% | 100.2% | 100.0% | 53.8% | 51.4% | |
| | | 5 | 31.949 | 30.967 | 30.481 | 0 | 30.481 | 26.659 | 96.9% | 98.4% | 100.0% | 87.5% | 83.4% | |
| | | 7 | 450 | 466 | 406 | 0 | 406 | 856 | 103.5% | 87.2% | 100.0% | 210.7% | 190.2% | |
| | | 8 | 308 | 318 | 320 | 0 | 320 | 209 | 103.3% | 100.6% | 100.0% | 65.2% | 67.8% | |
| | | 12 | 20 | 17 | 17 | 0 | 17 | 14 | 85.5% | 96.1% | 100.0% | 86.8% | 71.3% | |
| | | 15 | 3.030 | 2.596 | 2.685 | 0 | 2.685 | 2.521 | 85.7% | 103.4% | 100.0% | 93.9% | 83.2% | |
| | | 26 | 14 | 6 | 6 | 0 | 6 | 6 | 45.3% | 94.8% | 100.0% | 96.0% | 41.2% | |
| | | Subtot. | 64.328 | 59.607 | 59.210 | 0 | 59.210 | 55.160 | 92.7% | 99.3% | 100.0% | 93.2% | 85.7% | |
| | | niet WROOV (6,9) | 6 | 2.577 | 2.971 | 2.971 | 0 | 2.971 | 2.971 | 115.3% | 100.0% | 100.0% | 100.0% | 115.3% |
| | | Subtot. | 2.577 | 2.971 | 2.971 | 0 | 2.971 | 2.971 | 115.3% | 100.0% | 100.0% | 100.0% | 100.0% | 115.3% |
| | | Totaal overheid | | 66.906 | 62.578 | 62.181 | 0 | 62.181 | 58.131 | 93.5% | 99.4% | 100.0% | 93.5% | 86.9% |
| ZUID-HOLLAND | WROOV kaartgroepen | 1 | 100.485 | 91.752 | 91.930 | 0 | 91.930 | 90.247 | 91.3% | 100.2% | 100.0% | 98.2% | 89.8% | |
| | | 2 | 16.188 | 14.421 | 15.334 | 0 | 15.334 | 16.124 | 89.1% | 106.3% | 100.0% | 105.2% | 99.6% | |
| | | 3 | 51.942 | 46.954 | 46.917 | 0 | 46.917 | 46.574 | 90.4% | 99.9% | 100.0% | 99.3% | 89.7% | |
| | | 4 | 4.544 | 4.330 | 4.341 | 0 | 4.341 | 4.107 | 95.3% | 100.2% | 100.0% | 94.6% | 90.4% | |
| | | 5 | 49.794 | 48.263 | 47.506 | 0 | 47.506 | 43.387 | 96.9% | 98.4% | 100.0% | 91.3% | 87.1% | |
| | | 7 | 5.875 | 6.081 | 5.303 | 0 | 5.303 | 4.949 | 103.5% | 87.2% | 100.0% | 93.3% | 84.2% | |
| | | 8 | 12.650 | 13.080 | 13.412 | 0 | 13.412 | 13.845 | 103.4% | 102.5% | 100.0% | 103.2% | 109.4% | |
| | | 12 | 30 | 24 | 23 | 0 | 23 | 19 | 77.9% | 96.1% | 100.0% | 85.5% | 64.0% | |
| | | 15 | 22.053 | 19.705 | 19.811 | 0 | 19.811 | 18.201 | 89.4% | 100.5% | 100.0% | 91.9% | 82.5% | |
| | | 26 | 91 | 41 | 39 | 0 | 39 | 38 | 45.3% | 94.8% | 100.0% | 96.8% | 41.6% | |
| | | Subtot. | 263.652 | 244.652 | 244.615 | 0 | 244.615 | 237.490 | 92.8% | 100.0% | 100.0% | 97.1% | 90.1% | |
| | | niet WROOV (6,9) | 6 | 6.283 | 5.283 | 5.283 | 0 | 5.283 | 5.283 | 84.1% | 100.0% | 100.0% | 100.0% | 84.1% |
| | | Subtot. | 6.283 | 5.283 | 5.283 | 0 | 5.283 | 5.283 | 84.1% | 100.0% | 100.0% | 100.0% | 100.0% | 84.1% |
| | | Totaal overheid | | 269.935 | 249.935 | 249.898 | 0 | 249.898 | 242.773 | 92.6% | 100.0% | 100.0% | 97.1% | 89.9% |
| Totaal | | 3.959.148 | 3.783.785 | 3.768.285 | 0 | 3.768.285 | 3.768.285 | 95.6% | 99.6% | 100.0% | 100.0% | 95.2% | | |

Tabel 4.11 Vergelijking kilometers per bedrijf en per kaartgroep, * 1000 kms

| bedrijf | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|--------------------|--------------------|--------------------|-----------|-----------|-----------|---------|-----------|-----------|---------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | | |
| ARRIVA | WROOV kaartgroepen | 1 | 163.040 | 152.571 | 152.633 | -11.051 | 141.582 | 143.200 | 93.6% | 100.0% | 92.8% | 101.1% | 87.8% | | |
| | | 2 | 21.512 | 19.700 | 21.198 | -690 | 20.508 | 21.559 | 91.6% | 107.6% | 96.7% | 105.1% | 100.2% | | |
| | | 3 | 140.111 | 129.896 | 129.072 | -11.904 | 117.168 | 117.112 | 92.7% | 99.4% | 90.8% | 100.0% | 83.6% | | |
| | | 4 | 6.379 | 6.078 | 6.093 | -333 | 5.760 | 5.559 | 95.3% | 100.2% | 94.5% | 96.5% | 87.1% | | |
| | | 5 | 100.324 | 97.240 | 95.715 | -3.674 | 92.040 | 94.174 | 96.9% | 98.4% | 96.2% | 102.3% | 93.9% | | |
| | | 7 | 14.026 | 14.517 | 12.661 | -332 | 12.330 | 9.343 | 103.5% | 87.2% | 97.4% | 75.8% | 66.6% | | |
| | | 8 | 9.953 | 10.559 | 10.715 | -326 | 10.389 | 9.519 | 106.1% | 101.5% | 97.0% | 91.6% | 95.6% | | |
| | | 12 | 127 | 106 | 102 | -11 | 91 | 91 | 83.4% | 96.1% | 89.7% | 99.4% | 71.4% | | |
| | | 15 | 30.887 | 27.710 | 28.045 | -1.329 | 26.716 | 27.115 | 89.7% | 101.2% | 95.3% | 101.5% | 87.8% | | |
| | | 26 | 169 | 77 | 73 | -6 | 67 | 67 | 45.3% | 94.8% | 92.1% | 100.8% | 39.9% | | |
| | | | Subtot. | 486.528 | 458.453 | 456.306 | -29.655 | 426.651 | 427.738 | 94.2% | 99.5% | 93.5% | 100.3% | 87.9% | |
| | | | niet WROOV (6,9) | 6 | 7.748 | 8.465 | 8.465 | -746 | 7.719 | 7.719 | 109.2% | 100.0% | 91.2% | 100.0% | 99.6% |
| | | | Subtot. | 7.748 | 8.465 | 8.465 | -746 | 7.719 | 7.719 | 109.2% | 100.0% | 91.2% | 100.0% | 99.6% | |
| | | Totaal bedrijf | | 494.277 | 466.918 | 464.771 | -30.401 | 434.370 | 435.458 | 94.5% | 99.5% | 93.5% | 100.3% | 88.1% | |
| ARRIVA OV TREIN | WROOV kaartgroepen | 1 | 5.478 | 5.212 | 5.149 | 0 | 5.149 | 6.370 | 95.1% | 98.8% | 100.0% | 123.7% | 116.3% | | |
| | | 2 | 791 | 742 | 780 | 0 | 780 | 713 | 93.7% | 105.1% | 100.0% | 91.5% | 90.1% | | |
| | | 3 | 18.901 | 17.857 | 17.299 | 0 | 17.299 | 18.412 | 94.5% | 96.9% | 100.0% | 106.4% | 97.4% | | |
| | | 4 | 131 | 125 | 125 | 0 | 125 | 117 | 95.3% | 100.2% | 100.0% | 93.1% | 88.9% | | |
| | | 5 | 10.391 | 10.072 | 9.913 | 0 | 9.913 | 13.245 | 96.9% | 98.4% | 100.0% | 133.6% | 127.5% | | |
| | | 15 | 771 | 700 | 738 | 0 | 738 | 927 | 90.8% | 105.4% | 100.0% | 125.6% | 120.2% | | |
| | | 26 | 12 | 6 | 5 | 0 | 5 | 6 | 45.3% | 94.8% | 100.0% | 108.4% | 46.6% | | |
| | | | Subtot. | 36.476 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% | |
| | | | niet WROOV (6,9) | 6 | 1 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% | |
| | | | Subtot. | 1 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% | |
| | | Totaal bedrijf | | 36.477 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% | |
| | | CONNEXION | WROOV kaartgroepen | 1 | 428.782 | 401.377 | 398.983 | 178 | 399.161 | 397.130 | 93.6% | 99.4% | 100.0% | 99.5% | 92.6% |
| | | | | 2 | 111.722 | 102.186 | 105.044 | -1.466 | 103.578 | 103.285 | 91.5% | 102.8% | 98.6% | 99.7% | 92.4% |
| | | | | 3 | 203.271 | 184.891 | 184.370 | 4.743 | 189.113 | 187.824 | 91.0% | 99.7% | 102.6% | 99.3% | 92.4% |
| 4 | 43.518 | | | 41.467 | 41.570 | -2.482 | 39.088 | 38.463 | 95.3% | 100.2% | 94.0% | 98.4% | 88.4% | | |
| 5 | 169.960 | | | 164.735 | 162.150 | 2.459 | 164.609 | 162.954 | 96.9% | 98.4% | 101.5% | 99.0% | 95.9% | | |
| 7 | 24.438 | | | 25.293 | 22.060 | -520 | 21.540 | 23.346 | 103.5% | 87.2% | 97.6% | 108.4% | 95.5% | | |
| 8 | 63.915 | | | 67.152 | 68.137 | 1.448 | 69.586 | 73.571 | 105.1% | 101.5% | 102.1% | 105.7% | 115.1% | | |
| 12 | 491 | | | 384 | 368 | 18 | 386 | 406 | 78.1% | 96.1% | 104.9% | 105.0% | 82.6% | | |
| 15 | 97.464 | | | 89.372 | 88.842 | -675 | 88.167 | 85.736 | 91.7% | 99.4% | 99.2% | 97.2% | 88.0% | | |
| 26 | 405 | | | 184 | 174 | 1 | 175 | 172 | 45.3% | 94.8% | 100.6% | 98.3% | 42.5% | | |
| | Subtot. | | | 1.143.966 | 1.077.040 | 1.071.698 | 3.706 | 1.075.404 | 1.072.888 | 94.1% | 99.5% | 100.3% | 99.8% | 93.8% | |
| | niet WROOV (6,9) | | | 6 | 32.120 | 31.017 | 31.017 | -588 | 30.429 | 30.429 | 96.6% | 100.0% | 98.1% | 100.0% | 94.7% |
| | Subtot. | | | 32.120 | 31.017 | 31.017 | -588 | 30.429 | 30.429 | 96.6% | 100.0% | 98.1% | 100.0% | 94.7% | |
| Totaal bedrijf | | | | 1.176.086 | 1.108.057 | 1.102.715 | 3.118 | 1.105.833 | 1.103.317 | 94.2% | 99.5% | 100.3% | 99.8% | 93.8% | |
| GVB | WROOV kaartgroepen | 1 | 276.852 | 273.934 | 270.592 | 0 | 270.592 | 275.748 | 98.9% | 98.8% | 100.0% | 101.9% | 99.6% | | |
| | | 2 | 133.446 | 131.453 | 136.185 | 0 | 136.185 | 134.746 | 98.5% | 103.6% | 100.0% | 98.9% | 101.0% | | |
| | | 3 | 28.115 | 26.412 | 26.740 | 0 | 26.740 | 26.593 | 93.9% | 101.2% | 100.0% | 99.4% | 94.6% | | |
| | | 4 | 59.716 | 56.901 | 57.043 | 0 | 57.043 | 58.290 | 95.3% | 100.2% | 100.0% | 102.2% | 97.6% | | |
| | | 5 | 35.898 | 34.794 | 34.248 | 0 | 34.248 | 30.985 | 96.9% | 98.4% | 100.0% | 90.5% | 86.3% | | |
| | | 7 | 15.761 | 16.312 | 14.227 | 0 | 14.227 | 12.223 | 103.5% | 87.2% | 100.0% | 85.9% | 77.6% | | |
| | | 8 | 52.189 | 55.563 | 56.679 | 0 | 56.679 | 57.740 | 106.5% | 102.0% | 100.0% | 101.9% | 110.6% | | |
| | | 12 | 96 | 77 | 74 | 0 | 74 | 65 | 80.6% | 96.1% | 100.0% | 88.0% | 68.1% | | |
| | | 15 | 65.351 | 63.813 | 61.999 | 0 | 61.999 | 62.566 | 97.6% | 97.2% | 100.0% | 100.9% | 95.7% | | |
| | | 26 | 229 | 104 | 98 | 0 | 98 | 107 | 45.3% | 94.8% | 100.0% | 109.2% | 46.9% | | |
| | | | Subtot. | 667.651 | 659.365 | 657.886 | 0 | 657.886 | 659.062 | 98.8% | 99.8% | 100.0% | 100.2% | 98.7% | |
| | | | niet WROOV (6,9) | 6 | 61.911 | 63.782 | 63.782 | 0 | 63.782 | 63.782 | 103.0% | 100.0% | 100.0% | 103.0% | |
| | | | Subtot. | 61.911 | 63.782 | 63.782 | 0 | 63.782 | 63.782 | 103.0% | 100.0% | 100.0% | 100.0% | 103.0% | |
| | | Totaal bedrijf | | 729.561 | 723.146 | 721.668 | 0 | 721.668 | 722.844 | 99.1% | 99.8% | 100.0% | 100.2% | 99.1% | |

Tabel 4.11 Vergelijking kilometers per bedrijf en per kaartgroep, * 1000 kms

| bedrijf | kgroep | | Verkopen jaar | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|--------------------|------------------|---------------|---------|---------|---------|---------|---------|--------|--------|----------------|----------------|---------------|----------------|---------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2007 | | | | | |
| | | | A | B | C | D | E | F | | | | | | | |
| GVU | WROOV kaartgroepen | 1 | 39.942 | 39.537 | 39.410 | 83 | 39.493 | 40.624 | 99.0% | 99.7% | 100.2% | 102.9% | 101.7% | | |
| | | 2 | 15.638 | 15.214 | 16.162 | 36 | 16.198 | 14.616 | 97.3% | 106.2% | 100.2% | 90.2% | 93.5% | | |
| | | 3 | 2.204 | 1.950 | 2.000 | 0 | 2.000 | 2.121 | 88.5% | 102.5% | 100.0% | 106.1% | 96.2% | | |
| | | 4 | 4.682 | 4.461 | 4.473 | 0 | 4.473 | 4.185 | 95.3% | 100.2% | 100.0% | 93.6% | 89.4% | | |
| | | 5 | 1.003 | 972 | 957 | 0 | 957 | 724 | 96.9% | 98.4% | 100.0% | 75.7% | 72.2% | | |
| | | 7 | 1.968 | 2.036 | 1.776 | 0 | 1.776 | 2.843 | 103.5% | 87.2% | 100.0% | 160.1% | 144.5% | | |
| | | 8 | 12.976 | 13.921 | 14.214 | 1 | 14.215 | 14.294 | 107.3% | 102.1% | 100.0% | 100.6% | 110.2% | | |
| | | 12 | 274 | 204 | 196 | 0 | 196 | 193 | 74.2% | 96.1% | 100.0% | 98.9% | 70.4% | | |
| | | 15 | 10.972 | 10.357 | 10.422 | 117 | 10.539 | 10.634 | 94.4% | 100.6% | 101.1% | 100.9% | 96.9% | | |
| | | 26 | 34 | 15 | 15 | 0 | 15 | 15 | 45.3% | 94.8% | 100.3% | 101.4% | 43.7% | | |
| | | Subtot. | 89.692 | 88.668 | 89.623 | 237 | 89.860 | 90.248 | 98.9% | 101.1% | 100.3% | 100.4% | 100.6% | | |
| | | niet WROOV (6,9) | 6 | 7.136 | 7.540 | 7.540 | 0 | 7.540 | 7.540 | 105.7% | 100.0% | 100.0% | 100.0% | 105.7% | |
| | | Subtot. | 7.136 | 7.540 | 7.540 | 0 | 7.540 | 7.540 | 105.7% | 100.0% | 100.0% | 100.0% | 105.7% | | |
| Totaal bedrijf | | 96.829 | 96.208 | 97.164 | 237 | 97.401 | 97.789 | 99.4% | 101.0% | 100.2% | 100.4% | 101.0% | | | |
| HERMES | WROOV kaartgroepen | 1 | 22.457 | 19.259 | 19.617 | 5.199 | 24.816 | 26.574 | 85.8% | 101.9% | 126.5% | 107.1% | 118.3% | | |
| | | 2 | 6.051 | 5.509 | 5.739 | 1.583 | 7.322 | 7.580 | 91.0% | 104.2% | 127.6% | 103.5% | 125.3% | | |
| | | 3 | 11.929 | 10.442 | 10.528 | 6.106 | 16.633 | 16.923 | 87.5% | 100.8% | 158.0% | 101.7% | 141.9% | | |
| | | 4 | 1.327 | 1.265 | 1.268 | 368 | 1.636 | 1.606 | 95.3% | 100.2% | 129.0% | 98.1% | 121.0% | | |
| | | 5 | 4.978 | 4.825 | 4.749 | 1.460 | 6.210 | 5.139 | 96.9% | 98.4% | 130.7% | 82.8% | 103.2% | | |
| | | 7 | 652 | 675 | 589 | 241 | 830 | 1.706 | 103.5% | 87.2% | 141.0% | 205.6% | 261.7% | | |
| | | 8 | 3.537 | 3.903 | 3.909 | 947 | 4.856 | 4.885 | 110.4% | 100.2% | 124.2% | 100.6% | 138.1% | | |
| | | 12 | 72 | 65 | 62 | 31 | 94 | 87 | 89.8% | 96.1% | 150.5% | 92.5% | 120.1% | | |
| | | 15 | 4.756 | 3.303 | 3.273 | 746 | 4.018 | 3.670 | 69.4% | 99.1% | 122.8% | 91.3% | 77.2% | | |
| | | 26 | 22 | 10 | 9 | 3 | 13 | 12 | 45.3% | 94.8% | 134.7% | 96.7% | 55.9% | | |
| | | Subtot. | 55.781 | 49.255 | 49.743 | 16.684 | 66.428 | 68.182 | 88.3% | 101.0% | 133.5% | 102.6% | 122.2% | | |
| | | niet WROOV (6,9) | 6 | 3.791 | 3.787 | 3.787 | 429 | 4.216 | 4.216 | 99.9% | 100.0% | 111.3% | 100.0% | 111.2% | |
| | | Subtot. | 3.791 | 3.787 | 3.787 | 429 | 4.216 | 4.216 | 99.9% | 100.0% | 111.3% | 100.0% | 111.2% | | |
| Totaal bedrijf | | 59.571 | 53.041 | 53.530 | 17.114 | 70.643 | 72.398 | 89.0% | 100.9% | 132.0% | 102.5% | 121.5% | | | |
| HTM | WROOV kaartgroepen | 1 | 152.636 | 145.005 | 144.591 | -489 | 144.102 | 138.915 | 95.0% | 99.7% | 99.7% | 96.4% | 91.0% | | |
| | | 2 | 59.811 | 57.822 | 58.268 | -404 | 57.865 | 60.007 | 96.7% | 100.8% | 99.3% | 103.7% | 100.3% | | |
| | | 3 | 9.209 | 8.149 | 8.003 | -10 | 7.993 | 9.110 | 88.5% | 98.2% | 99.9% | 114.0% | 98.9% | | |
| | | 4 | 51.510 | 49.082 | 49.204 | -260 | 48.944 | 54.700 | 95.3% | 100.2% | 99.5% | 111.8% | 106.2% | | |
| | | 5 | 8.763 | 8.493 | 8.360 | 8 | 8.368 | 7.391 | 96.9% | 98.4% | 100.1% | 88.3% | 84.3% | | |
| | | 7 | 7.120 | 7.370 | 6.428 | -31 | 6.396 | 5.878 | 103.5% | 87.2% | 99.5% | 91.9% | 82.6% | | |
| | | 8 | 27.592 | 28.233 | 28.815 | -37 | 28.778 | 24.167 | 102.3% | 102.1% | 99.9% | 84.0% | 87.6% | | |
| | | 12 | 48 | 35 | 34 | 0 | 34 | 33 | 73.8% | 96.1% | 99.8% | 97.9% | 69.2% | | |
| | | 15 | 42.427 | 40.482 | 40.570 | -62 | 40.508 | 41.295 | 95.4% | 100.2% | 99.8% | 101.9% | 97.3% | | |
| | | 26 | 110 | 50 | 47 | 0 | 47 | 54 | 45.3% | 94.8% | 99.6% | 114.9% | 49.2% | | |
| | | Subtot. | 359.225 | 344.721 | 344.320 | -1.285 | 343.035 | 341.550 | 96.0% | 99.9% | 99.6% | 99.6% | 95.1% | | |
| | | niet WROOV (6,9) | 6 | 17.444 | 18.439 | 18.439 | 0 | 18.439 | 18.439 | 105.7% | 100.0% | 100.0% | 100.0% | 105.7% | |
| | | Subtot. | 17.444 | 18.439 | 18.439 | 0 | 18.439 | 18.439 | 105.7% | 100.0% | 100.0% | 100.0% | 105.7% | | |
| Totaal bedrijf | | 376.669 | 363.161 | 362.760 | -1.285 | 361.475 | 359.989 | 96.4% | 99.9% | 99.6% | 99.6% | 95.6% | | | |
| NACO | WROOV kaartgroepen | 7 | 9 | 10 | 9 | 0 | 9 | 6 | 103.5% | 87.2% | 100.0% | 75.0% | 67.7% | | |
| | | Subtot. | 9 | 10 | 9 | 0 | 9 | 6 | 103.5% | 87.2% | 100.0% | 75.0% | 67.7% | | |
| | niet WROOV (6,9) | 6 | 0 | -1 | -1 | 0 | -1 | -1 | . | 100.0% | 100.0% | 100.0% | . | | |
| | | Subtot. | 0 | -1 | -1 | 0 | -1 | -1 | . | 100.0% | 100.0% | 100.0% | . | | |
| Totaal bedrijf | | 9 | 9 | 8 | 0 | 8 | 6 | 95.1% | 86.1% | 100.0% | 72.4% | 59.3% | | | |

Tabel 4.11 Vergelijking kilometers per bedrijf en per kaartgroep, * 1000 kms

| bedrijf | Verkopen jaar | kgroep | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect | |
|------------------|--------------------|------------------|--------------------|--------|--------|--------|--------|--------|----------------|----------------|---------------|----------------|---------------|--------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | | |
| | Kmproductiefactor | | A | B | C | D | E | F | | | | | | |
| | Lijnennet november | | | | | | | | | | | | | |
| | Indeling concessie | | | | | | | | | | | | | |
| | Sleutels november | | | | | | | | | | | | | |
| NOVIO | WROOV kaartgroepen | 1 | 15.183 | 14.262 | 14.693 | 0 | 14.693 | 12.794 | 93.9% | 103.0% | 100.0% | 87.1% | 84.3% | |
| | | 2 | 4.680 | 4.110 | 3.831 | 0 | 3.831 | 3.666 | 87.8% | 93.2% | 100.0% | 95.7% | 78.3% | |
| | | 3 | 1.058 | 952 | 977 | 0 | 977 | 964 | 90.0% | 102.6% | 100.0% | 98.7% | 91.1% | |
| | | 4 | 1.318 | 1.256 | 1.259 | 0 | 1.259 | 1.117 | 95.3% | 100.2% | 100.0% | 88.7% | 84.7% | |
| | | 5 | 324 | 314 | 309 | 0 | 309 | 504 | 96.9% | 98.4% | 100.0% | 163.0% | 155.5% | |
| | | 7 | 414 | 428 | 374 | 0 | 374 | 521 | 103.5% | 87.2% | 100.0% | 139.4% | 125.8% | |
| | | 8 | 2.234 | 2.462 | 2.435 | 0 | 2.435 | 2.538 | 110.2% | 98.9% | 100.0% | 104.2% | 113.6% | |
| | | 12 | 25 | 21 | 20 | 0 | 20 | 19 | 81.7% | 96.1% | 100.0% | 96.3% | 75.6% | |
| | | 15 | 6.566 | 5.195 | 5.072 | 0 | 5.072 | 3.251 | 79.1% | 97.6% | 100.0% | 64.1% | 49.5% | |
| | | 26 | 13 | 6 | 5 | 0 | 5 | 4 | 45.3% | 94.8% | 100.0% | 79.2% | 34.1% | |
| | | Subtot. | 31.815 | 29.006 | 28.975 | 0 | 28.975 | 25.376 | 91.2% | 99.9% | 100.0% | 87.6% | 79.8% | |
| | | niet WROOV (6,9) | 6 | 1.585 | 1.606 | 1.606 | 0 | 1.606 | 1.606 | 101.4% | 100.0% | 100.0% | 100.0% | 101.4% |
| | | Subtot. | 1.585 | 1.606 | 1.606 | 0 | 1.606 | 1.606 | 101.4% | 100.0% | 100.0% | 100.0% | 100.0% | 101.4% |
| | | Totaal bedrijf | | 33.400 | 30.613 | 30.582 | 0 | 30.582 | 26.983 | 91.7% | 99.9% | 100.0% | 88.2% | 80.8% |
| NSR | WROOV kaartgroepen | 1 | 13.492 | 12.611 | 12.484 | 0 | 12.484 | 13.834 | 93.5% | 99.0% | 100.0% | 110.8% | 102.5% | |
| | | 2 | 543 | 552 | 548 | 0 | 548 | 468 | 101.7% | 99.2% | 100.0% | 85.4% | 86.2% | |
| | | 3 | 7.599 | 7.345 | 7.450 | 0 | 7.450 | 7.341 | 96.7% | 101.4% | 100.0% | 98.5% | 96.6% | |
| | | 4 | 1.121 | 1.068 | 1.071 | 0 | 1.071 | 924 | 95.3% | 100.2% | 100.0% | 86.3% | 82.4% | |
| | | 5 | 6.992 | 6.777 | 6.671 | 0 | 6.671 | 6.599 | 96.9% | 98.4% | 100.0% | 98.9% | 94.4% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 162.9% | 106.1% | 100.0% | .0% | .0% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 77.2% | 96.1% | 100.0% | .0% | .0% | |
| | | 15 | 2.179 | 2.008 | 2.121 | 0 | 2.121 | 2.290 | 92.2% | 105.6% | 100.0% | 108.0% | 105.1% | |
| | | 26 | 11 | 5 | 5 | 0 | 5 | 0 | 45.3% | 94.8% | 100.0% | .0% | .0% | |
| | | Subtot. | 31.937 | 30.367 | 30.349 | 0 | 30.349 | 31.456 | 95.1% | 99.9% | 100.0% | 103.6% | 98.5% | |
| | | niet WROOV (6,9) | 6 | 147 | 636 | 636 | 0 | 636 | 636 | 432.7% | 100.0% | 100.0% | 100.0% | 432.7% |
| | | Subtot. | 147 | 636 | 636 | 0 | 636 | 636 | 432.7% | 100.0% | 100.0% | 100.0% | 432.7% | |
| | | Totaal bedrijf | | 32.084 | 31.002 | 30.985 | 0 | 30.985 | 32.092 | 96.6% | 99.9% | 100.0% | 103.6% | 100.0% |
| | | QBUZZ | WROOV kaartgroepen | 1 | 0 | 0 | 0 | 29.472 | 29.472 | 29.911 | . | . | . | 101.5% |
| 2 | 0 | | | 0 | 0 | 6.333 | 6.333 | 6.088 | . | . | . | 96.1% | . | |
| 3 | 0 | | | 0 | 0 | 18.093 | 18.093 | 16.607 | . | . | . | 91.8% | . | |
| 4 | 0 | | | 0 | 0 | 3.542 | 3.542 | 3.449 | . | . | . | 97.4% | . | |
| 5 | 0 | | | 0 | 0 | 8.622 | 8.622 | 8.546 | . | . | . | 99.1% | . | |
| 7 | 0 | | | 0 | 0 | 1.482 | 1.482 | 1.145 | . | . | . | 77.3% | . | |
| 8 | 0 | | | 0 | 0 | 1.802 | 1.802 | 1.591 | . | . | . | 88.3% | . | |
| 12 | 0 | | | 0 | 0 | 12 | 12 | 14 | . | . | . | 115.0% | . | |
| 15 | 0 | | | 0 | 0 | 5.606 | 5.606 | 5.629 | . | . | . | 100.4% | . | |
| 26 | 0 | | | 0 | 0 | 13 | 13 | 13 | . | . | . | 98.1% | . | |
| Subtot. | 0 | | | 0 | 0 | 74.979 | 74.979 | 72.993 | . | . | . | 97.4% | . | |
| niet WROOV (6,9) | 6 | | | 0 | 0 | 0 | 2.083 | 2.083 | 2.083 | . | . | . | 100.0% | . |
| Subtot. | 0 | | | 0 | 0 | 2.083 | 2.083 | 2.083 | . | . | . | 100.0% | . | |
| Totaal bedrijf | | | | 0 | 0 | 0 | 77.062 | 77.062 | 75.077 | . | . | . | 97.4% | . |

Tabel 4.11 Vergelijking kilometers per bedrijf en per kaartgroep, * 1000 kms

| bedrijf | Verkopen jaar | kgroep | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect | | |
|------------------|--------------------|------------------|--------------------|---------|---------|---------|---------|---------|----------------|----------------|---------------|----------------|---------------|--------|--------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | | | |
| | Kmproductiefactor | | A | B | C | D | E | F | | | | | | | |
| | Lijnennet november | | | | | | | | | | | | | | |
| | Indeling concessie | | | | | | | | | | | | | | |
| | Sleutels november | | | | | | | | | | | | | | |
| RET | WROOV kaartgroepen | 1 | 177.213 | 164.891 | 163.936 | 199 | 164.135 | 161.707 | 93.0% | 99.4% | 100.1% | 98.5% | 91.2% | | |
| | | 2 | 68.710 | 66.472 | 66.491 | 7 | 66.498 | 66.640 | 96.7% | 100.0% | 100.0% | 100.2% | 97.0% | | |
| | | 3 | 46.208 | 43.987 | 44.059 | 42 | 44.101 | 46.473 | 95.2% | 100.2% | 100.1% | 105.4% | 100.6% | | |
| | | 4 | 47.006 | 44.791 | 44.903 | -80 | 44.822 | 41.696 | 95.3% | 100.2% | 99.8% | 93.0% | 88.7% | | |
| | | 5 | 61.232 | 59.350 | 58.418 | 80 | 58.499 | 63.295 | 96.9% | 98.4% | 100.1% | 108.2% | 103.4% | | |
| | | 7 | 9.937 | 10.285 | 8.970 | -11 | 8.959 | 8.276 | 103.5% | 87.2% | 99.9% | 92.4% | 83.3% | | |
| | | 8 | 23.816 | 24.618 | 24.329 | 12 | 24.342 | 23.954 | 103.4% | 98.8% | 100.1% | 98.4% | 100.6% | | |
| | | 12 | 51 | 39 | 37 | 0 | 37 | 34 | 77.0% | 96.1% | 100.1% | 90.6% | 67.1% | | |
| | | 15 | 52.336 | 45.190 | 44.720 | 26 | 44.746 | 46.618 | 86.3% | 99.0% | 100.1% | 104.2% | 89.1% | | |
| | | 26 | 152 | 69 | 65 | 0 | 65 | 68 | 45.3% | 94.8% | 100.1% | 104.5% | 45.0% | | |
| | | Subtot. | 486.661 | 459.690 | 455.930 | 277 | 456.206 | 458.762 | 94.5% | 99.2% | 100.1% | 100.6% | 94.3% | | |
| | | niet WROOV (6,9) | 6 | 20.833 | 22.681 | 22.681 | 0 | 22.681 | 22.681 | 108.9% | 100.0% | 100.0% | 100.0% | 108.9% | |
| | | Subtot. | 20.833 | 22.681 | 22.681 | 0 | 22.681 | 22.681 | 108.9% | 100.0% | 100.0% | 100.0% | 100.0% | 108.9% | |
| | | Totaal bedrijf | | 507.494 | 482.371 | 478.611 | 277 | 478.887 | 481.444 | 95.0% | 99.2% | 100.1% | 100.5% | 94.9% | |
| SOV | WROOV kaartgroepen | 15 | 29.281 | 26.272 | 26.559 | 10 | 26.569 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | |
| | | 26 | 13 | 6 | 6 | 0 | 6 | 0 | 45.3% | 94.8% | 100.0% | .0% | .0% | | |
| | | Subtot. | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | |
| Totaal bedrijf | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% | | | |
| SSK | niet WROOV (6,9) | 6 | 4 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% | | |
| | | Subtot. | 4 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% | | |
| Totaal bedrijf | | 4 | 0 | 0 | 0 | 0 | 0 | .0% | . | . | . | .0% | | | |
| STADSVervoer NL | WROOV kaartgroepen | 1 | 8.523 | 7.659 | 7.653 | -7.653 | 0 | 0 | 89.9% | 99.9% | .0% | . | .0% | | |
| | | 2 | 1.969 | 1.737 | 1.922 | -1.922 | 0 | 0 | 88.2% | 110.7% | .0% | . | .0% | | |
| | | 3 | 2.661 | 2.266 | 2.154 | -2.154 | 0 | 0 | 85.2% | 95.1% | .0% | . | .0% | | |
| | | 4 | 183 | 175 | 175 | -175 | 0 | 0 | 95.3% | 100.2% | .0% | . | .0% | | |
| | | 5 | 3.691 | 3.578 | 3.522 | -3.522 | 0 | 0 | 96.9% | 98.4% | .0% | . | .0% | | |
| | | 7 | 290 | 300 | 262 | -262 | 0 | 0 | 103.5% | 87.2% | .0% | . | .0% | | |
| | | 8 | 1.627 | 1.752 | 1.798 | -1.798 | 0 | 0 | 107.7% | 102.7% | .0% | . | .0% | | |
| | | 12 | 13 | 11 | 10 | -10 | 0 | 0 | 83.6% | 96.1% | .0% | . | .0% | | |
| | | 15 | 1.363 | 1.179 | 1.171 | -1.171 | 0 | 0 | 86.5% | 99.3% | .0% | . | .0% | | |
| | | 26 | 7 | 3 | 3 | -3 | 0 | 0 | 45.3% | 94.8% | .0% | . | .0% | | |
| | | Subtot. | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | .0% | . | .0% | | |
| | | Totaal bedrijf | | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | .0% | . | .0% | |
| | | SYNTUS | WROOV kaartgroepen | 1 | 12.848 | 12.915 | 12.780 | 0 | 12.780 | 12.512 | 100.5% | 99.0% | 100.0% | 97.9% | 97.4% |
| | | | | 2 | 4.087 | 4.079 | 4.147 | 0 | 4.147 | 4.676 | 99.8% | 101.7% | 100.0% | 112.8% | 114.4% |
| 3 | 18.269 | | | 17.937 | 17.906 | 0 | 17.906 | 17.244 | 98.2% | 99.8% | 100.0% | 96.3% | 94.4% | | |
| 4 | 297 | | | 283 | 283 | 0 | 283 | 262 | 95.3% | 100.2% | 100.0% | 92.4% | 88.2% | | |
| 5 | 6.558 | | | 6.356 | 6.256 | 0 | 6.256 | 6.832 | 96.9% | 98.4% | 100.0% | 109.2% | 104.2% | | |
| 7 | 182 | | | 188 | 164 | 0 | 164 | 325 | 103.5% | 87.2% | 100.0% | 197.8% | 178.6% | | |
| 8 | 735 | | | 766 | 771 | 0 | 771 | 920 | 104.2% | 100.6% | 100.0% | 119.3% | 125.0% | | |
| 12 | 31 | | | 26 | 25 | 0 | 25 | 26 | 82.3% | 96.1% | 100.0% | 106.0% | 83.8% | | |
| 15 | 2.239 | | | 2.111 | 2.103 | 0 | 2.103 | 2.005 | 94.3% | 99.6% | 100.0% | 95.3% | 89.5% | | |
| 26 | 18 | | | 8 | 8 | 0 | 8 | 5 | 45.3% | 94.8% | 100.0% | 60.6% | 26.1% | | |
| Subtot. | 45.263 | | | 44.668 | 44.444 | 0 | 44.444 | 44.806 | 98.7% | 99.5% | 100.0% | 100.8% | 99.0% | | |
| niet WROOV (6,9) | 6 | | | 1.216 | 1.290 | 1.290 | 0 | 1.290 | 1.290 | 106.1% | 100.0% | 100.0% | 100.0% | 106.1% | |
| Subtot. | 1.216 | | | 1.290 | 1.290 | 0 | 1.290 | 1.290 | 106.1% | 100.0% | 100.0% | 100.0% | 106.1% | | |
| Totaal bedrijf | | | | 46.479 | 45.959 | 45.734 | 0 | 45.734 | 46.096 | 98.9% | 99.5% | 100.0% | 100.8% | 99.2% | |

Tabel 4.11 Vergelijking kilometers per bedrijf en per kaartgroep, * 1000 kms

| bedrijf | kgroep | Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|--------------------|--------------------|---------|-----------|-----------|-----------|---------|-----------|-----------|----------------|----------------|---------------|----------------|---------------|
| | | Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | | Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| | | Sleutels november | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| TCR | WROOV kaartgroepen | 1 | 25 | 21 | 20 | 0 | 20 | 158 | 82.7% | 96.5% | 100.0% | 777.1% | 620.2% | |
| | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 136.2% | 103.2% | 100.0% | .0% | .0% | |
| | | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 110.2% | 101.8% | 100.0% | .0% | .0% | |
| | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 118.5% | 103.0% | 100.0% | 2425.6% | 2958.9% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 130.4% | 96.1% | 100.0% | 239.5% | 299.9% | |
| | | 15 | 40 | 26 | 26 | 0 | 26 | 46 | 66.3% | 98.4% | 100.0% | 176.3% | 115.0% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | . | . | . | . | . | |
| | | Subtot. | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% | |
| Totaal bedrijf | | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% | | |
| VEOLIA | WROOV kaartgroepen | 1 | 78.889 | 72.858 | 72.192 | -15.938 | 56.254 | 55.785 | 92.4% | 99.1% | 77.9% | 99.2% | 70.7% | |
| | | 2 | 27.598 | 26.018 | 26.525 | -3.478 | 23.047 | 22.898 | 94.3% | 102.0% | 86.9% | 99.4% | 83.0% | |
| | | 3 | 57.066 | 53.886 | 53.282 | -14.916 | 38.365 | 37.270 | 94.4% | 98.9% | 72.0% | 97.1% | 65.3% | |
| | | 4 | 8.068 | 7.688 | 7.707 | -580 | 7.127 | 4.834 | 95.3% | 100.2% | 92.5% | 67.8% | 59.9% | |
| | | 5 | 24.296 | 23.549 | 23.179 | -5.435 | 17.744 | 13.486 | 96.9% | 98.4% | 76.6% | 76.0% | 55.5% | |
| | | 7 | 2.745 | 2.841 | 2.478 | -568 | 1.910 | 3.610 | 103.5% | 87.2% | 77.1% | 189.0% | 131.5% | |
| | | 8 | 10.733 | 11.677 | 11.706 | -2.048 | 9.658 | 10.140 | 108.8% | 100.2% | 82.5% | 105.0% | 94.5% | |
| | | 12 | 351 | 318 | 305 | -41 | 264 | 269 | 90.5% | 96.1% | 86.6% | 101.8% | 76.6% | |
| | | 15 | 22.832 | 22.512 | 21.398 | -3.268 | 18.131 | 17.990 | 98.6% | 95.1% | 84.7% | 99.2% | 78.8% | |
| | | 26 | 91 | 41 | 39 | -8 | 31 | 29 | 45.3% | 94.8% | 78.4% | 96.1% | 32.4% | |
| | | Subtot. | 232.668 | 221.388 | 218.812 | -46.280 | 172.532 | 166.311 | 95.2% | 98.8% | 78.8% | 96.4% | 71.5% | |
| | | niet WROOV (6,9) | 6 | 12.803 | 15.089 | 15.089 | -1.179 | 13.910 | 13.910 | 117.9% | 100.0% | 92.2% | 100.0% | 108.7% |
| | | Subtot. | 12.803 | 15.089 | 15.089 | -1.179 | 13.910 | 13.910 | 117.9% | 100.0% | 92.2% | 100.0% | 108.7% | |
| Totaal bedrijf | | 245.471 | 236.477 | 233.901 | -47.459 | 186.442 | 180.222 | 96.3% | 98.9% | 79.7% | 96.7% | 73.4% | | |
| VEOLIA VELUWE | WROOV kaartgroepen | 1 | 29.793 | 26.696 | 26.055 | 0 | 26.054 | 25.544 | 89.6% | 97.6% | 100.0% | 98.0% | 85.7% | |
| | | 2 | 4.410 | 3.924 | 4.100 | 0 | 4.100 | 3.984 | 89.0% | 104.5% | 100.0% | 97.2% | 90.3% | |
| | | 3 | 16.937 | 14.296 | 14.809 | 0 | 14.809 | 14.656 | 84.4% | 103.6% | 100.0% | 99.0% | 86.5% | |
| | | 4 | 1.230 | 1.172 | 1.175 | 0 | 1.175 | 1.166 | 95.3% | 100.2% | 100.0% | 99.3% | 94.8% | |
| | | 5 | 9.268 | 8.984 | 8.843 | 0 | 8.843 | 9.418 | 96.9% | 98.4% | 100.0% | 106.5% | 101.6% | |
| | | 7 | 1.127 | 1.167 | 1.018 | 0 | 1.018 | 1.665 | 103.5% | 87.2% | 100.0% | 163.6% | 147.7% | |
| | | 8 | 3.695 | 3.927 | 3.971 | 0 | 3.971 | 4.171 | 106.3% | 101.1% | 100.0% | 105.0% | 112.9% | |
| | | 12 | 43 | 33 | 31 | 0 | 31 | 28 | 76.6% | 96.1% | 100.0% | 88.2% | 64.9% | |
| | | 15 | 5.680 | 5.036 | 4.672 | 0 | 4.672 | 4.333 | 88.7% | 92.8% | 100.0% | 92.7% | 76.3% | |
| | | 26 | 28 | 13 | 12 | 0 | 12 | 11 | 45.3% | 94.8% | 100.0% | 90.6% | 39.0% | |
| | | Subtot. | 72.210 | 65.245 | 64.687 | 0 | 64.687 | 64.975 | 90.4% | 99.1% | 100.0% | 100.4% | 90.0% | |
| | | niet WROOV (6,9) | 6 | 2.735 | 1.782 | 1.782 | 0 | 1.782 | 1.782 | 65.2% | 100.0% | 100.0% | 100.0% | 65.2% |
| | | Subtot. | 2.735 | 1.782 | 1.782 | 0 | 1.782 | 1.782 | 65.2% | 100.0% | 100.0% | 100.0% | 65.2% | |
| Totaal bedrijf | | 74.944 | 67.027 | 66.469 | 0 | 66.469 | 66.757 | 89.4% | 99.2% | 100.0% | 100.4% | 89.1% | | |
| WATERBUS | WROOV kaartgroepen | 1 | 52 | 48 | 47 | 0 | 47 | 28 | 91.8% | 99.7% | 100.0% | 60.0% | 54.8% | |
| | | 2 | 2 | 2 | 2 | 0 | 2 | 19 | 96.7% | 100.4% | 100.0% | 1007.1% | 977.5% | |
| | | 3 | 5 | 4 | 4 | 0 | 4 | 1 | 93.4% | 97.9% | 100.0% | 20.6% | 18.8% | |
| | | 4 | 27 | 26 | 26 | 0 | 26 | 11 | 95.3% | 100.2% | 100.0% | 41.7% | 39.8% | |
| | | 7 | 1 | 1 | 1 | 0 | 1 | 129 | 103.5% | 87.2% | 100.0% | 18100% | 16339% | |
| | | 8 | 10 | 11 | 11 | 0 | 11 | 2 | 108.8% | 101.8% | 100.0% | 18.6% | 20.6% | |
| | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12.3% | 96.1% | 100.0% | 262.2% | 30.9% | |
| | | 15 | 8 | 6 | 5 | 0 | 5 | 18 | 73.1% | 96.9% | 100.0% | 319.9% | 226.6% | |
| | | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 45.3% | 94.8% | 100.0% | 150.0% | 64.5% | |
| | | Subtot. | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% | |
| | | Totaal bedrijf | | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| | | Totaal | | 3.959.148 | 3.783.785 | 3.768.285 | 0 | 3.768.285 | 3.768.285 | 95.6% | 99.6% | 100.0% | 100.0% | 95.2% |

Tabel 4.12 Vergelijking kilometers per kaartgroep, * 1000 kms

| Verkopen jaar | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | | |
|--------------------|---------|-----------|-----------|-----------|------|-----------|-----------|---------|---------|--------|---------|--------|
| Kmproductiefactor | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | | |
| Lijnennet november | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | | |
| Indeling concessie | 2008 | 2008 | 2008 | E-C | '09 | 2009 | | | | | | |
| Sleutels november | kaart | 2007 | 2007 | 2007 | 2007 | 2007 | '08 | Verkoop | Kmprod. | Indel. | Sleutel | Totaal |
| groep | A | B | C | D | E | F | | effect | effect | effect | effect | effect |
| WROOV kaartgroepen | 1 | 1.425.203 | 1.348.855 | 1.340.836 | 0 | 1.340.836 | 1.340.836 | 94.6% | 99.4% | 100.0% | 100.0% | 94.1% |
| | 2 | 460.969 | 439.519 | 450.943 | 0 | 450.943 | 450.943 | 95.3% | 102.6% | 100.0% | 100.0% | 97.8% |
| | 3 | 563.544 | 520.271 | 518.652 | 0 | 518.652 | 518.652 | 92.3% | 99.7% | 100.0% | 100.0% | 92.0% |
| | 4 | 226.515 | 215.838 | 216.377 | 0 | 216.377 | 216.377 | 95.3% | 100.2% | 100.0% | 100.0% | 95.5% |
| | 5 | 443.678 | 430.039 | 423.291 | 0 | 423.291 | 423.291 | 96.9% | 98.4% | 100.0% | 100.0% | 95.4% |
| | 7 | 78.669 | 81.424 | 71.015 | 0 | 71.015 | 71.015 | 103.5% | 87.2% | 100.0% | 100.0% | 90.3% |
| | 8 | 213.011 | 224.543 | 227.492 | 0 | 227.492 | 227.492 | 105.4% | 101.3% | 100.0% | 100.0% | 106.8% |
| | 12 | 1.621 | 1.316 | 1.264 | 0 | 1.264 | 1.264 | 81.2% | 96.1% | 100.0% | 100.0% | 78.0% |
| | 15 | 375.151 | 345.272 | 341.737 | 0 | 341.737 | 341.737 | 92.0% | 99.0% | 100.0% | 100.0% | 91.1% |
| | 26 | 1.313 | 595 | 564 | 0 | 564 | 564 | 45.3% | 94.8% | 100.0% | 100.0% | 43.0% |
| | Subtot. | 3.789.674 | 3.607.671 | 3.592.171 | 0 | 3.592.171 | 3.592.171 | 95.2% | 99.6% | 100.0% | 100.0% | 94.8% |
| niet WROOV (6,9) | 6 | 169.475 | 176.114 | 176.114 | 0 | 176.114 | 176.114 | 103.9% | 100.0% | 100.0% | 100.0% | 103.9% |
| | Subtot. | 169.475 | 176.114 | 176.114 | 0 | 176.114 | 176.114 | 103.9% | 100.0% | 100.0% | 100.0% | 103.9% |
| Totaal | | 3.959.148 | 3.783.785 | 3.768.285 | 0 | 3.768.285 | 3.768.285 | 95.6% | 99.6% | 100.0% | 100.0% | 95.2% |

Tabel 4.13 Vergelijking kilometers per overheid per basiselement, * 1000 kms

| overheid | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|---------|---------|---------|---------|---------|---------|--------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| BRU | 542 | BRU-GVU-UT | 87.812 | 86.916 | 87.825 | 237 | 88.061 | 88.345 | 99.0% | 101.0% | 100.3% | 100.3% | 100.6% | |
| | 54B | BRU-CXX-SNELTRAM | 40.011 | 38.499 | 39.329 | 0 | 39.329 | 39.442 | 96.2% | 102.2% | 100.0% | 100.3% | 98.6% | |
| | 54G | BRU-CXX-HEUVELRUG | 49.915 | 47.199 | 47.198 | -18.439 | 28.759 | 31.555 | 94.6% | 100.0% | 60.9% | 109.7% | 63.2% | |
| | 54H | BRU-CXX-ZUID | 25.856 | 24.628 | 24.857 | -3.205 | 21.652 | 23.086 | 95.2% | 100.9% | 87.1% | 106.6% | 89.3% | |
| | 54L | BRU-CXX-WIJK BIJ DUURSTEDEN | 0 | 0 | 0 | 11.431 | 11.431 | 13.499 | . | . | . | 118.1% | . | |
| | 54M | BRU-CXX-SPITSLIJNEN | 0 | 0 | 0 | 4.124 | 4.124 | 5.251 | . | . | . | 127.3% | . | |
| | 940 | BRU-GVU-KG15SOV | 1.880 | 1.752 | 1.799 | 0 | 1.799 | 1.903 | 93.2% | 102.6% | 100.0% | 105.8% | 101.2% | |
| Totaal overheid | | | 205.475 | 198.994 | 201.008 | -5.853 | 195.155 | 203.081 | 96.8% | 101.0% | 97.1% | 104.1% | 98.8% | |
| DRENTHE | 73H | DR-CXX-Z-O-DRENTHE | 6.680 | 6.399 | 6.385 | 0 | 6.385 | 6.133 | 95.8% | 99.8% | 100.0% | 96.1% | 91.8% | |
| | 73J | DR-CXX-NOOD | 3.473 | 3.270 | 3.255 | 0 | 3.255 | 4.123 | 94.2% | 99.5% | 100.0% | 126.6% | 118.7% | |
| | 73S | DR-ARR-GR-GR-DR | 31.592 | 30.226 | 30.012 | -1.632 | 28.380 | 32.125 | 95.7% | 99.3% | 94.6% | 113.2% | 101.7% | |
| | 73T | DR-ARR-NRD-DR | 5.637 | 5.315 | 5.394 | 0 | 5.394 | 5.078 | 94.3% | 101.5% | 100.0% | 94.1% | 90.1% | |
| Totaal overheid | | | 47.382 | 45.210 | 45.046 | -1.632 | 43.414 | 47.459 | 95.4% | 99.6% | 96.4% | 109.3% | 100.2% | |
| FLEVOLAND | 481 | FL-CXX-ALMERE | 34.893 | 33.619 | 34.350 | 0 | 34.350 | 35.289 | 96.3% | 102.2% | 100.0% | 102.7% | 101.1% | |
| | 487 | FL-CXX-LELYSTAD | 3.402 | 3.150 | 3.310 | 0 | 3.310 | 3.236 | 92.6% | 105.1% | 100.0% | 97.8% | 95.1% | |
| | 76N | FL-CXX-ALMERE-STR | 26.548 | 25.442 | 25.619 | 0 | 25.619 | 23.119 | 95.8% | 100.7% | 100.0% | 90.2% | 87.1% | |
| | 76Q | FL-CXX-IJSELMOND | 37.316 | 34.908 | 35.044 | 0 | 35.044 | 35.117 | 93.5% | 100.4% | 100.0% | 100.2% | 94.1% | |
| | 76R | FL-CXX-LIJN 315 | 1.110 | 1.096 | 1.068 | 0 | 1.068 | 1.714 | 98.7% | 97.5% | 100.0% | 160.4% | 154.4% | |
| Totaal overheid | | | 103.269 | 98.215 | 99.391 | 0 | 99.391 | 98.475 | 95.1% | 101.2% | 100.0% | 99.1% | 95.4% | |
| FRIESLAND | 722 | FR-CXX-LEEWARDEN | 2.626 | 2.663 | 2.633 | 0 | 2.633 | 2.581 | 101.4% | 98.9% | 100.0% | 98.0% | 98.3% | |
| | 72J | FR-QBZ-ZUIDOOST | 0 | 0 | 0 | 30.782 | 30.782 | 30.489 | . | . | . | 99.0% | . | |
| | 72K | FR-CXX-NRD-ZDW | 50.924 | 50.828 | 49.391 | 1.245 | 50.636 | 51.832 | 99.8% | 97.2% | 102.5% | 102.4% | 101.8% | |
| | 72L | FR-CXX-LIJN 315 | 1.012 | 983 | 946 | 0 | 946 | 1.049 | 97.2% | 96.2% | 100.0% | 110.9% | 103.7% | |
| | 72Q | FR-ARR-TERSCHELLING | 126 | 130 | 146 | 0 | 146 | 36 | 104.0% | 111.9% | 100.0% | 24.7% | 28.7% | |
| | 72R | FR-ARR-AMELAND | 279 | 267 | 264 | 0 | 264 | 309 | 95.8% | 98.9% | 100.0% | 117.1% | 110.9% | |
| | 72S | FR-ARR-SCHIERMONNIKOOG | 151 | 146 | 147 | 0 | 147 | 81 | 96.8% | 100.6% | 100.0% | 55.4% | 53.9% | |
| | 72T | FR-ARR-ZUIDOOST | 31.430 | 29.882 | 29.150 | -29.150 | 0 | 0 | 95.1% | 97.6% | .0% | . | .0% | |
| | 72W | FR-TCR-VLIELAND | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% | |
| Totaal overheid | | | 86.612 | 84.948 | 82.724 | 2.877 | 85.600 | 86.582 | 98.1% | 97.4% | 103.5% | 101.1% | 100.0% | |
| GELDERLAND | 755 | GE-VL VELUWE-APELD | 3.776 | 3.690 | 3.599 | 0 | 3.599 | 3.685 | 97.7% | 97.5% | 100.0% | 102.4% | 97.6% | |
| | 75H | GE-SYNT-ACHTERH-TRN | 11.812 | 11.539 | 11.404 | 0 | 11.404 | 11.431 | 97.7% | 98.8% | 100.0% | 100.2% | 96.8% | |
| | 75J | GE-SYNT-ACHTERH-BUS | 15.977 | 16.126 | 15.824 | 0 | 15.824 | 15.281 | 100.9% | 98.1% | 100.0% | 96.6% | 95.6% | |
| | 75K | GE-SYNT-ZHO-BUS | 4.473 | 4.518 | 4.576 | 0 | 4.576 | 5.158 | 101.0% | 101.3% | 100.0% | 112.7% | 115.3% | |
| | 75L | GE-SYNT-ZHO-TRN | 629 | 628 | 601 | 0 | 601 | 666 | 99.9% | 95.6% | 100.0% | 110.9% | 105.9% | |
| | 75M | GE-ARR-RIVIERENLAND | 8.534 | 8.075 | 8.080 | 0 | 8.080 | 7.848 | 94.6% | 100.1% | 100.0% | 97.1% | 92.0% | |
| | 75N | GE-VL VELUWE-STR | 68.434 | 61.555 | 61.088 | 0 | 61.088 | 61.290 | 89.9% | 99.2% | 100.0% | 100.3% | 89.6% | |
| | 75P | GE-NSR-APELD-ZUTPH | 2.064 | 2.140 | 2.112 | 0 | 2.112 | 2.221 | 103.7% | 98.7% | 100.0% | 105.1% | 107.6% | |
| Totaal overheid | | | 115.699 | 108.272 | 107.284 | 0 | 107.284 | 107.580 | 93.6% | 99.1% | 100.0% | 100.3% | 93.0% | |
| GRONINGEN | 060 | GR-ARR-GR (STAD) | 12.032 | 11.298 | 11.425 | 0 | 11.425 | 11.632 | 93.9% | 101.1% | 100.0% | 101.8% | 96.7% | |
| | 71L | GR-CXX-LIJN 315 | 668 | 641 | 610 | 0 | 610 | 666 | 95.9% | 95.2% | 100.0% | 109.2% | 99.7% | |
| | 71M | GR-ARR-STR | 81.166 | 77.451 | 76.826 | 0 | 76.826 | 79.653 | 95.4% | 99.2% | 100.0% | 103.7% | 98.1% | |
| | 71N | GR-ARR OV TRN | 36.352 | 34.591 | 33.888 | 0 | 33.888 | 39.667 | 95.2% | 98.0% | 100.0% | 117.1% | 109.1% | |
| | 71P | GR-ARR-FRIESE GRENSL | 2.290 | 2.170 | 2.152 | 0 | 2.152 | 2.508 | 94.7% | 99.2% | 100.0% | 116.5% | 109.5% | |
| | 71Z | GR-ARR OV TRN-INT | 124 | 122 | 121 | 0 | 121 | 122 | 98.7% | 99.1% | 100.0% | 100.7% | 98.5% | |
| Totaal overheid | | | 132.631 | 126.273 | 125.022 | 0 | 125.022 | 134.248 | 95.2% | 99.0% | 100.0% | 107.4% | 101.2% | |

Tabel 4.13 Vergelijking kilometers per overheid per basiselement, * 1000 kms

| overheid | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|-------------------------|---|---------|---------|---------|--------|---------|---------|--------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | | |
| HAAGLANDEN | 522 | HAAGL-HTM-DEN HAAG-BUS | 66.458 | 63.380 | 63.833 | -1.263 | 62.570 | 58.994 | 95.4% | 100.7% | 98.0% | 94.3% | 88.8% | |
| | 523 | HAAGL-HTM-DEN HAAG-TRAM | 186.860 | 181.350 | 180.866 | -2 | 180.864 | 189.551 | 97.1% | 99.7% | 100.0% | 104.8% | 101.4% | |
| | 524 | HAAGL-CXX-DELFT | 4.037 | 3.897 | 3.846 | 0 | 3.846 | 4.092 | 96.5% | 98.7% | 100.0% | 106.4% | 101.4% | |
| | 526 | HAAGL-CXX-ZOETERMEER | 2.334 | 2.312 | 2.271 | 0 | 2.271 | 2.441 | 99.0% | 98.2% | 100.0% | 107.5% | 104.6% | |
| | 527 | HAAGL-HTM-RR | 102.321 | 96.528 | 96.146 | 0 | 96.146 | 89.437 | 94.3% | 99.6% | 100.0% | 93.0% | 87.4% | |
| | 529 | HAAGL-RET-RR | 11.515 | 10.839 | 10.466 | 0 | 10.466 | 16.106 | 94.1% | 96.6% | 100.0% | 153.9% | 139.9% | |
| | 52A | HAAGL-CXX-STREEK | 62.857 | 59.026 | 58.208 | 1.262 | 59.471 | 54.691 | 93.9% | 98.6% | 102.2% | 92.0% | 87.0% | |
| | 920 | HAAGL-HTM-KG15SOV | 3.586 | 3.462 | 3.475 | -3.475 | 0 | 0 | 96.6% | 100.4% | .0% | . | .0% | |
| | 921 | HAAGL-RET-KG15SOV | 167 | 143 | 142 | 0 | 142 | 86 | 86.0% | 98.9% | 100.0% | 60.8% | 51.7% | |
| | 922 | HAAGL-HTM-BUS-KG15SOV | 0 | 0 | 0 | 522 | 522 | 409 | . | . | . | 78.3% | . | |
| 923 | HAAGL-HTM-RAIL-KG15SOV | 0 | 0 | 0 | 2.933 | 2.933 | 3.160 | . | . | . | 107.7% | . | | |
| Totaal overheid | | | 440.135 | 420.938 | 419.253 | -23 | 419.231 | 418.966 | 95.6% | 99.6% | 100.0% | 99.9% | 95.2% | |
| LIMBURG | 83F | LI-VL-NRD/MIDD-LI-BUS | 29.426 | 28.077 | 27.176 | -955 | 26.220 | 26.035 | 95.4% | 96.8% | 96.5% | 99.3% | 88.5% | |
| | 83G | LI-VL-ZD-LI-BUS | 51.399 | 56.339 | 54.330 | 955 | 55.285 | 53.352 | 109.6% | 96.4% | 101.8% | 96.5% | 103.8% | |
| | 83H | LI-VL-ZD-LI-TREIN | 2.048 | 2.494 | 2.389 | 0 | 2.389 | 4.234 | 121.7% | 95.8% | 100.0% | 177.3% | 206.7% | |
| | 971 | LI-VL-ZD-LI-KG15SOV | 109 | 135 | 132 | 0 | 132 | 234 | 124.4% | 97.9% | 100.0% | 177.1% | 215.7% | |
| Totaal overheid | | | 82.982 | 87.045 | 84.027 | 0 | 84.027 | 83.856 | 104.9% | 96.5% | 100.0% | 99.8% | 101.1% | |
| NOORD-BRABANT | 224 | NB-VL-MIDD-TILBURG | 9.667 | 8.955 | 9.088 | 0 | 9.088 | 9.186 | 92.6% | 101.5% | 100.0% | 101.1% | 95.0% | |
| | 225 | NB-VL-WEST-BREDA | 9.467 | 7.796 | 7.736 | 0 | 7.736 | 7.357 | 82.4% | 99.2% | 100.0% | 95.1% | 77.7% | |
| | 226 | NB-VL-WEST-ROOSENDAAL | 994 | 852 | 844 | 0 | 844 | 1.030 | 85.7% | 99.1% | 100.0% | 122.1% | 103.7% | |
| | 80J | NB-VL-WEST-VERBIND | 26.896 | 23.816 | 23.175 | 0 | 23.175 | 22.324 | 88.5% | 97.3% | 100.0% | 96.3% | 83.0% | |
| | 80K | NB-VL-MIDD-VERBIND | 9.661 | 8.479 | 8.584 | 60 | 8.644 | 8.185 | 87.8% | 101.2% | 100.7% | 94.7% | 84.7% | |
| | 80N | NB-VL-WEST-ONTSLUI | 23.071 | 20.554 | 20.466 | 0 | 20.466 | 18.189 | 89.1% | 99.6% | 100.0% | 88.9% | 78.8% | |
| | 80P | NB-VL-MIDD-ONTSLUI | 6.943 | 6.030 | 6.090 | 119 | 6.210 | 5.799 | 86.9% | 101.0% | 102.0% | 93.4% | 83.5% | |
| | 80S | NB-VL-WEST-BRTBUS | 0 | 0 | 0 | 0 | 0 | 23 | . | . | . | . | . | |
| | 80T | NB-VL-MIDD-BRTBUS | 5 | 5 | 4 | 0 | 4 | 0 | 103.5% | 87.2% | 100.0% | .0% | .0% | |
| | 80W | NB-VL-INTERLINER | 550 | 569 | 496 | 0 | 496 | 904 | 103.5% | 87.2% | 100.0% | 182.1% | 164.4% | |
| | 821 | NB-VL-WEST-BERGEN OP ZOOM | 857 | 671 | 679 | 0 | 679 | 647 | 78.3% | 101.1% | 100.0% | 95.3% | 75.5% | |
| | 828 | NB-ARR-NO-OSS | 6 | 6 | 5 | 0 | 5 | 137 | 89.4% | 94.1% | 100.0% | 2637.6% | 2220.9% | |
| | 829 | NB-ARR-MEIERIJ-DEN BOSCH | 9.192 | 7.602 | 7.793 | 0 | 7.793 | 7.409 | 82.7% | 102.5% | 100.0% | 95.1% | 80.6% | |
| | 82L | NB-ARR-MEIERIJ-VERBIND | 3.434 | 2.937 | 3.002 | 0 | 3.002 | 4.250 | 85.5% | 102.2% | 100.0% | 141.6% | 123.8% | |
| 82M | NB-ARR-NO-VERBIND | 5.845 | 4.844 | 4.904 | 314 | 5.218 | 6.463 | 82.9% | 101.2% | 106.4% | 123.9% | 110.6% | | |
| 82Q | NB-ARR-MEIERIJ-ONTSLUIT | 2.694 | 2.157 | 2.219 | 811 | 3.029 | 2.457 | 80.1% | 102.9% | 136.5% | 81.1% | 91.2% | | |
| 82R | NB-ARR-NO-ONTSLUIT | 4.162 | 3.528 | 3.550 | 0 | 3.550 | 3.953 | 84.8% | 100.6% | 100.0% | 111.3% | 95.0% | | |
| Totaal overheid | | | 113.442 | 98.802 | 98.636 | 1.304 | 99.940 | 98.312 | 87.1% | 99.8% | 101.3% | 98.4% | 86.7% | |
| NOORD-HOLLAND | 321 | NH-CXX-ALKMAAR | 3.373 | 3.205 | 3.130 | 0 | 3.130 | 3.192 | 95.0% | 97.7% | 100.0% | 102.0% | 94.6% | |
| | 329 | NH-CXX-HAARLEM-ZUIDTANGENT | 9.331 | 8.431 | 8.260 | 0 | 8.260 | 8.077 | 90.3% | 98.0% | 100.0% | 97.8% | 86.6% | |
| | 78B | NH-CXX-GOOT- EN VECHTSTR | 31.367 | 29.864 | 30.034 | 0 | 30.034 | 30.428 | 95.2% | 100.6% | 100.0% | 101.3% | 97.0% | |
| | 78G | NH-NACO | 9 | 10 | 9 | 0 | 9 | 6 | 103.5% | 87.2% | 100.0% | 75.0% | 67.7% | |
| | 78N | NH-CXX-HAARLEM-IJMOND | 53.739 | 50.005 | 48.971 | 1.508 | 50.479 | 48.823 | 93.1% | 97.9% | 103.1% | 96.7% | 90.9% | |
| | 78Q | NH-CXX-NH-NRD | 41.180 | 39.180 | 39.846 | -3.891 | 35.955 | 36.019 | 95.1% | 101.7% | 90.2% | 100.2% | 87.5% | |
| Totaal overheid | | | 139.000 | 130.695 | 130.249 | -2.382 | 127.866 | 126.545 | 94.0% | 99.7% | 98.2% | 99.0% | 91.0% | |
| NSR | 610 | NSR-ADAM | 8.685 | 8.263 | 8.248 | 0 | 8.248 | 7.606 | 95.1% | 99.8% | 100.0% | 92.2% | 87.6% | |
| | 620 | NSR-RDAM | 16.664 | 15.629 | 15.662 | 0 | 15.662 | 17.174 | 93.8% | 100.2% | 100.0% | 109.7% | 103.1% | |
| | 630 | NSR-UT | 464 | 445 | 448 | 0 | 448 | 378 | 96.0% | 100.6% | 100.0% | 84.3% | 81.4% | |
| | 640 | NSR-DEN HAAG | 2.164 | 2.094 | 2.069 | 0 | 2.069 | 2.104 | 96.7% | 98.8% | 100.0% | 101.7% | 97.2% | |
| | 670 | NSR-MAASTRICHT | 10 | 11 | 11 | 0 | 11 | 27 | 106.1% | 105.9% | 100.0% | 236.5% | 265.9% | |
| | 950 | NSR-KG15SOV | 292 | 270 | 296 | 0 | 296 | 458 | 92.6% | 109.4% | 100.0% | 154.9% | 156.9% | |
| Totaal overheid | | | 28.279 | 26.711 | 26.734 | 0 | 26.734 | 27.746 | 94.5% | 100.1% | 100.0% | 103.8% | 98.1% | |

Tabel 4.13 Vergelijking kilometers per overheid per basiselement, * 1000 kms

| overheid | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|-----------|---------|---------|---------|---------|---------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| OVERIJSSEL | 489 | OV-CXX-ZWOLLE | 8.726 | 8.184 | 8.215 | 0 | 8.215 | 8.398 | 93.8% | 100.4% | 100.0% | 102.2% | 96.2% |
| | 74A | OV-CXX-IJSSELMOND | 24.967 | 23.631 | 23.369 | 0 | 23.369 | 23.381 | 94.6% | 98.9% | 100.0% | 100.1% | 93.6% |
| | 74F | OV-CXX-SALLAND | 11.616 | 10.672 | 10.755 | 0 | 10.755 | 10.145 | 91.9% | 100.8% | 100.0% | 94.3% | 87.3% |
| | 74J | OV-CXX-NOOD | 15.384 | 14.494 | 14.399 | 0 | 14.399 | 15.140 | 94.2% | 99.3% | 100.0% | 105.1% | 98.4% |
| | 74K | OV-NSR-ZWOLLE-KAMPEN | 1.593 | 1.515 | 1.502 | 0 | 1.502 | 1.489 | 95.1% | 99.2% | 100.0% | 99.1% | 93.5% |
| Totaal overheid | | | 62.287 | 58.495 | 58.240 | 0 | 58.240 | 58.553 | 93.9% | 99.6% | 100.0% | 100.5% | 94.0% |
| SAN | 562 | SAN-CXX-NRD-TROLLEY | 20.738 | 18.823 | 18.511 | 0 | 18.511 | 16.650 | 90.8% | 98.3% | 100.0% | 89.9% | 80.3% |
| | 563 | SAN-NOV-ZUID-NIJMEG | 30.859 | 28.168 | 28.113 | 0 | 28.113 | 23.968 | 91.3% | 99.8% | 100.0% | 85.3% | 77.7% |
| | 569 | SAN-NOV-ZUID-INT | 202 | 179 | 192 | 0 | 192 | 424 | 88.4% | 107.4% | 100.0% | 221.1% | 209.9% |
| | 56B | SAN-HERM-ZUID | 22.628 | 20.668 | 20.685 | 0 | 20.685 | 23.525 | 91.3% | 100.1% | 100.0% | 113.7% | 104.0% |
| | 56H | SAN-SYNT-ARNH-ZEVEN-TRN | 6.512 | 6.132 | 6.144 | 0 | 6.144 | 6.338 | 94.2% | 100.2% | 100.0% | 103.2% | 97.3% |
| | 56N | SAN-CXX-NRD-BUS | 44.327 | 40.687 | 40.685 | 0 | 40.685 | 43.136 | 91.8% | 100.0% | 100.0% | 106.0% | 97.3% |
| | 930 | SAN-NOV-KG15SOV | 755 | 660 | 670 | 0 | 670 | 984 | 87.4% | 101.6% | 100.0% | 146.8% | 130.4% |
| Totaal overheid | | | 126.020 | 115.317 | 115.001 | 0 | 115.001 | 115.025 | 91.5% | 99.7% | 100.0% | 100.0% | 91.3% |
| SOV | SOV | SOV | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| Totaal overheid | | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| SRA | 499 | SRA-GVB-ADAM-STERNET | 8.856 | 8.554 | 8.353 | 0 | 8.353 | 7.238 | 96.6% | 97.6% | 100.0% | 86.7% | 81.7% |
| | 502 | SRA-GVB-ADAM-TRAM | 228.930 | 224.769 | 223.300 | 0 | 223.300 | 231.148 | 98.2% | 99.3% | 100.0% | 103.5% | 101.0% |
| | 503 | SRA-GVB-ADAM-METRO | 198.918 | 199.595 | 200.086 | 0 | 200.086 | 192.761 | 100.3% | 100.2% | 100.0% | 96.3% | 96.9% |
| | 508 | SRA-GVB-ADAM-SNELTRAM | 79.850 | 77.895 | 77.424 | 0 | 77.424 | 77.109 | 97.6% | 99.4% | 100.0% | 99.6% | 96.6% |
| | 509 | SRA-GVB-ADAM-BUS-ALG | 143.157 | 140.765 | 141.212 | 0 | 141.212 | 143.538 | 98.3% | 100.3% | 100.0% | 101.6% | 100.3% |
| | 50P | SRA-CXX-STERNET | 7.905 | 7.487 | 7.333 | 1.128 | 8.461 | 9.085 | 94.7% | 97.9% | 115.4% | 107.4% | 114.9% |
| | 50Q | SRA-CXX-ZUIDTANG | 43.334 | 40.622 | 39.864 | 4.494 | 44.358 | 47.479 | 93.7% | 98.1% | 111.3% | 107.0% | 109.6% |
| | 50R | SRA-CXX-ZAANSTR | 27.220 | 26.778 | 26.622 | 0 | 26.622 | 30.442 | 98.4% | 99.4% | 100.0% | 114.3% | 111.8% |
| | 50T | SRA-CXX-AMSTEL/MEERL | 74.730 | 69.698 | 68.793 | -2.748 | 66.046 | 65.177 | 93.3% | 98.7% | 96.0% | 98.7% | 87.2% |
| | 50U | SRA-CXX-SPITSL ALMERE | 17.062 | 16.604 | 16.359 | -1.736 | 14.623 | 12.587 | 97.3% | 98.5% | 89.4% | 86.1% | 73.8% |
| | 50W | SRA-ARR-WATERLAND | 167.941 | 159.310 | 157.218 | 2 | 157.221 | 150.976 | 94.9% | 98.7% | 100.0% | 96.0% | 89.9% |
| | 900 | SRA-GVB-KG15SOV | 7.939 | 7.786 | 7.511 | 0 | 7.511 | 7.267 | 98.1% | 96.5% | 100.0% | 96.8% | 91.5% |
| Totaal overheid | | | 1.005.844 | 979.864 | 974.076 | 1.140 | 975.217 | 974.808 | 97.4% | 99.4% | 100.1% | 100.0% | 96.9% |
| SRE | 551 | SRE-HERM-EINDHOVEN | 22.281 | 19.100 | 19.518 | 0 | 19.517 | 18.229 | 85.7% | 102.2% | 100.0% | 93.4% | 81.8% |
| | 552 | SRE-HERM-HELMOND | 315 | 280 | 287 | 0 | 287 | 441 | 89.0% | 102.4% | 100.0% | 153.9% | 140.2% |
| | 55A | SRE-HERM-PEEL-STR | 10.557 | 9.207 | 9.254 | 317 | 9.571 | 9.527 | 87.2% | 100.5% | 103.4% | 99.5% | 90.2% |
| | 55B | SRE-BBA-ALG | 19.905 | 17.573 | 17.988 | -17.988 | 0 | 0 | 88.3% | 102.4% | .0% | .0% | .0% |
| | 55K | SRE-HERM-KEMPEN | 0 | 0 | 0 | 16.367 | 16.367 | 16.461 | . | . | . | 100.6% | . |
| Totaal overheid | | | 53.058 | 46.160 | 47.046 | -1.304 | 45.742 | 44.657 | 87.0% | 101.9% | 97.2% | 97.6% | 84.2% |
| SRR | 511 | SRR-RET-RDAM-BUS | 46.617 | 43.879 | 43.824 | 947 | 44.771 | 43.910 | 94.1% | 99.9% | 102.2% | 98.1% | 94.2% |
| | 512 | SRR-RET-RDAM-TRAM | 106.921 | 101.303 | 101.164 | 0 | 101.164 | 97.167 | 94.7% | 99.9% | 100.0% | 96.0% | 90.9% |
| | 513 | SRR-RET-RDAM-METRO | 302.524 | 286.181 | 283.238 | 0 | 283.238 | 283.276 | 94.6% | 99.0% | 100.0% | 100.0% | 93.6% |
| | 514 | SRR-RET-SCHIEDAM/VLAARD | 7.910 | 7.431 | 7.407 | -681 | 6.726 | 6.899 | 94.0% | 99.7% | 90.8% | 102.6% | 87.2% |
| | 517 | SRR-RET-RR | 4.842 | 4.563 | 4.390 | 0 | 4.390 | 5.868 | 94.2% | 96.2% | 100.0% | 133.7% | 121.2% |
| | 51D | SRR-CXX | 48.022 | 45.286 | 44.841 | -44.463 | 379 | 91 | 94.3% | 99.0% | .8% | 23.9% | .2% |
| | 51E | SRR-CXX-VOORNE PUTTEN | 37.943 | 35.312 | 35.089 | 0 | 35.089 | 32.688 | 93.1% | 99.4% | 100.0% | 93.2% | 86.1% |
| | 51J | SRR-QBZ | 0 | 0 | 0 | 44.197 | 44.197 | 42.505 | . | . | . | 96.2% | . |
| | 910 | SRR-RET-KG15SOV | 6.166 | 5.351 | 5.298 | -5.298 | 0 | 0 | 86.8% | 99.0% | .0% | . | .0% |
| | 911 | SRR-RET-BUS-KG15SOV | 0 | 0 | 0 | 570 | 570 | 689 | . | . | . | 120.8% | . |
| | 912 | SRR-RET-RAIL-KG15SOV | 0 | 0 | 0 | 4.739 | 4.739 | 4.760 | . | . | . | 100.5% | . |
| Totaal overheid | | | 560.945 | 529.306 | 525.252 | 11 | 525.263 | 517.854 | 94.4% | 99.2% | 100.0% | 98.6% | 92.3% |

Tabel 4.13 Vergelijking kilometers per overheid per basiselement, * 1000 kms

| overheid | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|-----------|-----------|-----------|---------|-----------|-----------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| TWENTE | 57K | TWENTE-SYNT-ZHO-BUS | 3.907 | 3.867 | 4.025 | 0 | 4.025 | 4.010 | 99.0% | 104.1% | 100.0% | 99.6% | 102.6% |
| | 57L | TWENTE-SYNT-ZHO-TRN | 1.953 | 1.856 | 1.869 | 0 | 1.869 | 1.922 | 95.1% | 100.7% | 100.0% | 102.8% | 98.4% |
| | 57N | TWENTE-CXX | 31.209 | 29.511 | 29.518 | 0 | 29.518 | 29.330 | 94.6% | 100.0% | 100.0% | 99.4% | 94.0% |
| Totaal overheid | | | 37.069 | 35.235 | 35.412 | 0 | 35.412 | 35.262 | 95.1% | 100.5% | 100.0% | 99.6% | 95.1% |
| UTRECHT | 482 | UT-CXX-AMERSFOORT | 6.804 | 6.227 | 6.448 | 0 | 6.448 | 7.188 | 91.5% | 103.6% | 100.0% | 111.5% | 105.6% |
| | 77E | UT-CXX-WIJK-UT | 12.528 | 11.741 | 11.692 | -11.692 | 0 | 0 | 93.7% | 99.6% | .0% | . | .0% |
| | 77F | UT-CXX-ZUIDWEST | 23.061 | 21.956 | 22.096 | 0 | 22.096 | 19.991 | 95.2% | 100.6% | 100.0% | 90.5% | 86.7% |
| | 77G | UT-BBA-NOORDWEST | 29.549 | 28.072 | 28.471 | -28.471 | 0 | 0 | 95.0% | 101.4% | .0% | . | .0% |
| | 77J | UT-STADSVERV NL-OOST UTR | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | .0% | . | .0% |
| | 77K | UT-CXX-NOORDWEST | 0 | 0 | 0 | 28.234 | 28.234 | 26.282 | . | . | . | 93.1% | . |
| | 77L | UT-CXX-OOST | 0 | 0 | 0 | 36.454 | 36.454 | 39.436 | . | . | . | 108.2% | . |
| Totaal overheid | | | 92.269 | 86.655 | 87.379 | 5.852 | 93.232 | 92.897 | 93.9% | 100.8% | 106.7% | 99.6% | 100.7% |
| ZEELAND | 81E | ZE-VL-FAST FERRIES | 2 | 2 | 2 | 0 | 2 | 17 | 103.5% | 87.2% | 100.0% | 800.0% | 722.2% |
| | 81F | ZE-VL-ZEEUWSCH-VL | 12.051 | 10.903 | 11.088 | 0 | 11.088 | 8.761 | 90.5% | 101.7% | 100.0% | 79.0% | 72.7% |
| | 81P | ZE-CXX-WALCHEREN | 4.341 | 3.848 | 3.822 | 0 | 3.822 | 4.612 | 88.6% | 99.3% | 100.0% | 120.7% | 106.2% |
| | 81Q | ZE-CXX-BEVELANDEN | 20.619 | 19.467 | 19.082 | 0 | 19.082 | 18.984 | 94.4% | 98.0% | 100.0% | 99.5% | 92.1% |
| | 81R | ZE-CXX-SCHOUWEN-DUIVEL | 19.849 | 18.405 | 18.283 | 0 | 18.283 | 17.268 | 92.7% | 99.3% | 100.0% | 94.4% | 87.0% |
| | 81S | ZE-CXX-THOLEN | 7.396 | 6.918 | 6.861 | 0 | 6.861 | 5.485 | 93.5% | 99.2% | 100.0% | 79.9% | 74.2% |
| | 81Y | ZE-VL-INT | 69 | 64 | 73 | 0 | 73 | 34 | 93.6% | 113.3% | 100.0% | 46.1% | 48.9% |
| Totaal overheid | | | 64.328 | 59.607 | 59.210 | 0 | 59.210 | 55.160 | 92.7% | 99.3% | 100.0% | 93.2% | 85.7% |
| ZUID-HOLLAND | 254 | ZH-CXX-LEIDEN | 15.814 | 14.364 | 14.389 | 0 | 14.389 | 14.563 | 90.8% | 100.2% | 100.0% | 101.2% | 92.1% |
| | 794 | ZH-ARR-DORDR | 8.851 | 8.381 | 8.639 | 0 | 8.639 | 8.248 | 94.7% | 103.1% | 100.0% | 95.5% | 93.2% |
| | 79G | ZH-ARR-GOER. OVERFL. | 26.162 | 24.427 | 24.256 | 0 | 24.256 | 21.367 | 93.4% | 99.3% | 100.0% | 88.1% | 81.7% |
| | 79J | ZH-WATERBUS | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| | 79M | ZH-ARR-H. WAARD | 42.769 | 40.652 | 41.060 | 0 | 41.060 | 39.061 | 95.1% | 101.0% | 100.0% | 95.1% | 91.3% |
| | 79N | ZH-CXX-DUIN/BOLLENSTR | 59.387 | 54.044 | 53.682 | 0 | 53.682 | 51.243 | 91.0% | 99.3% | 100.0% | 95.5% | 86.3% |
| | 79P | ZH-CXX-RIJNSTR | 34.353 | 31.389 | 31.793 | 0 | 31.793 | 30.131 | 91.4% | 101.3% | 100.0% | 94.8% | 87.7% |
| | 79Q | ZH-CXX-MIDDEN-HOLL/KRIMP | 33.976 | 31.649 | 30.636 | 0 | 30.636 | 28.522 | 93.2% | 96.8% | 100.0% | 93.1% | 83.9% |
| | 79V | ZH-ARR-DAV | 42.193 | 39.609 | 40.020 | 0 | 40.020 | 44.085 | 93.9% | 101.0% | 100.0% | 110.2% | 104.5% |
| | 991 | ZH-ARR-DORDR-KG15SOV | 43 | 39 | 43 | 0 | 43 | 62 | 91.6% | 110.1% | 100.0% | 141.5% | 142.8% |
| Totaal overheid | | | 263.652 | 244.652 | 244.615 | 0 | 244.615 | 237.490 | 92.8% | 100.0% | 100.0% | 97.1% | 90.1% |
| Totaal | | | 3.789.674 | 3.607.671 | 3.592.171 | 0 | 3.592.171 | 3.592.171 | 95.2% | 99.6% | 100.0% | 100.0% | 94.8% |

Tabel 4.14 Vergelijking kilometers per bedrijf per basiselement, * 1000 kms

| bedrijf | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|-----------------|----------------|---|---------|---------|---------|---------|---------|---------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | A | B | C | D | E | F | | | | | |
| ARRIVA | 060 | GR-ARR-GR (STAD) | 12.032 | 11.298 | 11.425 | 0 | 11.425 | 11.632 | 93.9% | 101.1% | 100.0% | 101.8% | 96.7% |
| | 50W | SRA-ARR-WATERLAND | 167.941 | 159.310 | 157.218 | 2 | 157.221 | 150.976 | 94.9% | 98.7% | 100.0% | 96.0% | 89.9% |
| | 71M | GR-ARR-STR | 81.166 | 77.451 | 76.826 | 0 | 76.826 | 79.653 | 95.4% | 99.2% | 100.0% | 103.7% | 98.1% |
| | 71P | GR-ARR-FRIESE GRENSL | 2.290 | 2.170 | 2.152 | 0 | 2.152 | 2.508 | 94.7% | 99.2% | 100.0% | 116.5% | 109.5% |
| | 72Q | FR-ARR-TERSCHELLING | 126 | 130 | 146 | 0 | 146 | 36 | 104.0% | 111.9% | 100.0% | 24.7% | 28.7% |
| | 72R | FR-ARR-AMELAND | 279 | 267 | 264 | 0 | 264 | 309 | 95.8% | 98.9% | 100.0% | 117.1% | 110.9% |
| | 72S | FR-ARR-SCHIERMONNIKOOG | 151 | 146 | 147 | 0 | 147 | 81 | 96.8% | 100.6% | 100.0% | 55.4% | 53.9% |
| | 72T | FR-ARR-ZUIDOOST | 31.430 | 29.882 | 29.150 | -29.150 | 0 | 0 | 95.1% | 97.6% | .0% | . | .0% |
| | 73S | DR-ARR-GR-GR-DR | 31.592 | 30.226 | 30.012 | -1.632 | 28.380 | 32.125 | 95.7% | 99.3% | 94.6% | 113.2% | 101.7% |
| | 73T | DR-ARR-NRD-DR | 5.637 | 5.315 | 5.394 | 0 | 5.394 | 5.078 | 94.3% | 101.5% | 100.0% | 94.1% | 90.1% |
| | 75M | GE-ARR-RIVIERENLAND | 8.534 | 8.075 | 8.080 | 0 | 8.080 | 7.848 | 94.6% | 100.1% | 100.0% | 97.1% | 92.0% |
| | 794 | ZH-ARR-DORDR | 8.851 | 8.381 | 8.639 | 0 | 8.639 | 8.248 | 94.7% | 103.1% | 100.0% | 95.5% | 93.2% |
| | 79G | ZH-ARR-GOER. OVERFL. | 26.162 | 24.427 | 24.256 | 0 | 24.256 | 21.367 | 93.4% | 99.3% | 100.0% | 88.1% | 81.7% |
| | 79M | ZH-ARR-H. WAARD | 42.769 | 40.652 | 41.060 | 0 | 41.060 | 39.061 | 95.1% | 101.0% | 100.0% | 95.1% | 91.3% |
| | 79V | ZH-ARR-DAV | 42.193 | 39.609 | 40.020 | 0 | 40.020 | 44.085 | 93.9% | 101.0% | 100.0% | 110.2% | 104.5% |
| | 828 | NB-ARR-NO-OSS | 6 | 6 | 5 | 0 | 5 | 137 | 89.4% | 94.1% | 100.0% | 2637.6% | 2220.9% |
| | 829 | NB-ARR-MEIERIJ-DEN BOSCH | 9.192 | 7.602 | 7.793 | 0 | 7.793 | 7.409 | 82.7% | 102.5% | 100.0% | 95.1% | 80.6% |
| | 82L | NB-ARR-MEIERIJ-VERBIND | 3.434 | 2.937 | 3.002 | 0 | 3.002 | 4.250 | 85.5% | 102.2% | 100.0% | 141.6% | 123.8% |
| | 82M | NB-ARR-NO-VERBIND | 5.845 | 4.844 | 4.904 | 314 | 5.218 | 6.463 | 82.9% | 101.2% | 106.4% | 123.9% | 110.6% |
| | 82Q | NB-ARR-MEIERIJ-ONTSLUIT | 2.694 | 2.157 | 2.219 | 811 | 3.029 | 2.457 | 80.1% | 102.9% | 136.5% | 81.1% | 91.2% |
| | 82R | NB-ARR-NO-ONTSLUIT | 4.162 | 3.528 | 3.550 | 0 | 3.550 | 3.953 | 84.8% | 100.6% | 100.0% | 111.3% | 95.0% |
| | 991 | ZH-ARR-DORDR-KG15SOV | 43 | 39 | 43 | 0 | 43 | 62 | 91.6% | 110.1% | 100.0% | 141.5% | 142.8% |
| Totaal bedrijf | | | 486.528 | 458.453 | 456.306 | -29.655 | 426.651 | 427.738 | 94.2% | 99.5% | 93.5% | 100.3% | 87.9% |
| ARRIVA OV TREIN | 71N | GR-ARR OV TRN | 36.352 | 34.591 | 33.888 | 0 | 33.888 | 39.667 | 95.2% | 98.0% | 100.0% | 117.1% | 109.1% |
| | 71Z | GR-ARR OV TRN-INT | 124 | 122 | 121 | 0 | 121 | 122 | 98.7% | 99.1% | 100.0% | 100.7% | 98.5% |
| Totaal bedrijf | | | 36.476 | 34.713 | 34.010 | 0 | 34.010 | 39.789 | 95.2% | 98.0% | 100.0% | 117.0% | 109.1% |

Tabel 4.14 Vergelijking kilometers per bedrijf per basiselement, * 1000 kms

| bedrijf | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|----------------|---|-----------|-----------|-----------|---------|-----------|-----------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| CONNEXION | 254 | ZH-CXX-LEIDEN | 15.814 | 14.364 | 14.389 | 0 | 14.389 | 14.563 | 90.8% | 100.2% | 100.0% | 101.2% | 92.1% |
| | 321 | NH-CXX-ALKMAAR | 3.373 | 3.205 | 3.130 | 0 | 3.130 | 3.192 | 95.0% | 97.7% | 100.0% | 102.0% | 94.6% |
| | 329 | NH-CXX-HAARLEM-ZUIDTANGENT | 9.331 | 8.431 | 8.260 | 0 | 8.260 | 8.077 | 90.3% | 98.0% | 100.0% | 97.8% | 86.6% |
| | 481 | FL-CXX-ALMERE | 34.893 | 33.619 | 34.350 | 0 | 34.350 | 35.289 | 96.3% | 102.2% | 100.0% | 102.7% | 101.1% |
| | 482 | UT-CXX-AMERSFOORT | 6.804 | 6.227 | 6.448 | 0 | 6.448 | 7.188 | 91.5% | 103.6% | 100.0% | 111.5% | 105.6% |
| | 487 | FL-CXX-LELYSTAD | 3.402 | 3.150 | 3.310 | 0 | 3.310 | 3.236 | 92.6% | 105.1% | 100.0% | 97.8% | 95.1% |
| | 489 | OV-CXX-ZWOLLE | 8.726 | 8.184 | 8.215 | 0 | 8.215 | 8.398 | 93.8% | 100.4% | 100.0% | 102.2% | 96.2% |
| | 50P | SRA-CXX-STERNET | 7.905 | 7.487 | 7.333 | 1.128 | 8.461 | 9.085 | 94.7% | 97.9% | 115.4% | 107.4% | 114.9% |
| | 50Q | SRA-CXX-ZUIDTANG | 43.334 | 40.622 | 39.864 | 4.494 | 44.358 | 47.479 | 93.7% | 98.1% | 111.3% | 107.0% | 109.6% |
| | 50R | SRA-CXX-ZAANSTR | 27.220 | 26.778 | 26.622 | 0 | 26.622 | 30.442 | 98.4% | 99.4% | 100.0% | 114.3% | 111.8% |
| | 50T | SRA-CXX-AMSTEL/MEERL | 74.730 | 69.698 | 68.793 | -2.748 | 66.046 | 65.177 | 93.3% | 98.7% | 96.0% | 98.7% | 87.2% |
| | 50U | SRA-CXX-SPITSL ALMERE | 17.062 | 16.604 | 16.359 | -1.736 | 14.623 | 12.587 | 97.3% | 98.5% | 89.4% | 86.1% | 73.8% |
| | 51D | SRR-CXX | 48.022 | 45.286 | 44.841 | -44.463 | 379 | 91 | 94.3% | 99.0% | .8% | 23.9% | .2% |
| | 51E | SRR-CXX-VOORNE PUTTEN | 37.943 | 35.312 | 35.089 | 0 | 35.089 | 32.688 | 93.1% | 99.4% | 100.0% | 93.2% | 86.1% |
| | 524 | HAAGL-CXX-DELFT | 4.037 | 3.897 | 3.846 | 0 | 3.846 | 4.092 | 96.5% | 98.7% | 100.0% | 106.4% | 101.4% |
| | 526 | HAAGL-CXX-ZOETERMEER | 2.334 | 2.312 | 2.271 | 0 | 2.271 | 2.441 | 99.0% | 98.2% | 100.0% | 107.5% | 104.6% |
| | 52A | HAAGL-CXX-STREEK | 62.857 | 59.026 | 58.208 | 1.262 | 59.471 | 54.691 | 93.9% | 98.6% | 102.2% | 92.0% | 87.0% |
| | 54B | BRU-CXX-SNELTRAM | 40.011 | 38.499 | 39.329 | 0 | 39.329 | 39.442 | 96.2% | 102.2% | 100.0% | 100.3% | 98.6% |
| | 54G | BRU-CXX-HEUVELRUG | 49.915 | 47.199 | 47.198 | -18.439 | 28.759 | 31.555 | 94.6% | 100.0% | 60.9% | 109.7% | 63.2% |
| | 54H | BRU-CXX-ZUID | 25.856 | 24.628 | 24.857 | -3.205 | 21.652 | 23.086 | 95.2% | 100.9% | 87.1% | 106.6% | 89.3% |
| | 54L | BRU-CXX-WIJK BIJ DUURSTED | 0 | 0 | 0 | 11.431 | 11.431 | 13.499 | . | . | . | 118.1% | . |
| | 54M | BRU-CXX-SPITSLIJNEN | 0 | 0 | 0 | 4.124 | 4.124 | 5.251 | . | . | . | 127.3% | . |
| | 562 | SAN-CXX-NRD-TROLLEY | 20.738 | 18.823 | 18.511 | 0 | 18.511 | 16.650 | 90.8% | 98.3% | 100.0% | 89.9% | 80.3% |
| | 56N | SAN-CXX-NRD-BUS | 44.327 | 40.687 | 40.685 | 0 | 40.685 | 43.136 | 91.8% | 100.0% | 100.0% | 106.0% | 97.3% |
| | 57N | TWENTE-CXX | 31.209 | 29.511 | 29.518 | 0 | 29.518 | 29.330 | 94.6% | 100.0% | 100.0% | 99.4% | 94.0% |
| | 71L | GR-CXX-LIJN 315 | 668 | 641 | 610 | 0 | 610 | 666 | 95.9% | 95.2% | 100.0% | 109.2% | 99.7% |
| | 722 | FR-CXX-LEEUWARDEN | 2.626 | 2.663 | 2.633 | 0 | 2.633 | 2.581 | 101.4% | 98.9% | 100.0% | 98.0% | 98.3% |
| | 72K | FR-CXX-NRD-ZDW | 50.924 | 50.828 | 49.391 | 1.245 | 50.636 | 51.832 | 99.8% | 97.2% | 102.5% | 102.4% | 101.8% |
| | 72L | FR-CXX-LIJN 315 | 1.012 | 983 | 946 | 0 | 946 | 1.049 | 97.2% | 96.2% | 100.0% | 110.9% | 103.7% |
| | 73H | DR-CXX-Z-O-DRENTHE | 6.680 | 6.399 | 6.385 | 0 | 6.385 | 6.133 | 95.8% | 99.8% | 100.0% | 96.1% | 91.8% |
| | 73J | DR-CXX-NOOD | 3.473 | 3.270 | 3.255 | 0 | 3.255 | 4.123 | 94.2% | 99.5% | 100.0% | 126.6% | 118.7% |
| | 74A | OV-CXX-IJSSELMOND | 24.967 | 23.631 | 23.369 | 0 | 23.369 | 23.381 | 94.6% | 98.9% | 100.0% | 100.1% | 93.6% |
| | 74F | OV-CXX-SALLAND | 11.616 | 10.672 | 10.755 | 0 | 10.755 | 10.145 | 91.9% | 100.8% | 100.0% | 94.3% | 87.3% |
| | 74J | OV-CXX-NOOD | 15.384 | 14.494 | 14.399 | 0 | 14.399 | 15.140 | 94.2% | 99.3% | 100.0% | 105.1% | 98.4% |
| | 76N | FL-CXX-ALMERE-STR | 26.548 | 25.442 | 25.619 | 0 | 25.619 | 23.119 | 95.8% | 100.7% | 100.0% | 90.2% | 87.1% |
| | 76Q | FL-CXX-IJSSELMOND | 37.316 | 34.908 | 35.044 | 0 | 35.044 | 35.117 | 93.5% | 100.4% | 100.0% | 100.2% | 94.1% |
| | 76R | FL-CXX-LIJN 315 | 1.110 | 1.096 | 1.068 | 0 | 1.068 | 1.714 | 98.7% | 97.5% | 100.0% | 160.4% | 154.4% |
| | 77E | UT-CXX-WIJK-UT | 12.528 | 11.741 | 11.692 | -11.692 | 0 | 0 | 93.7% | 99.6% | .0% | . | .0% |
| | 77F | UT-CXX-ZUIDWEST | 23.061 | 21.956 | 22.096 | 0 | 22.096 | 19.991 | 95.2% | 100.6% | 100.0% | 90.5% | 86.7% |
| | 77K | UT-CXX-NOORDWEST | 0 | 0 | 0 | 28.234 | 28.234 | 26.282 | . | . | . | 93.1% | . |
| | 77L | UT-CXX-OOST | 0 | 0 | 0 | 36.454 | 36.454 | 39.436 | . | . | . | 108.2% | . |
| | 78B | NH-CXX-GOOI- EN VECHTSTR | 31.367 | 29.864 | 30.034 | 0 | 30.034 | 30.428 | 95.2% | 100.6% | 100.0% | 101.3% | 97.0% |
| | 78N | NH-CXX-HAARLEM-IJMOND | 53.739 | 50.005 | 48.971 | 1.508 | 50.479 | 48.823 | 93.1% | 97.9% | 103.1% | 96.7% | 90.9% |
| | 78Q | NH-CXX-NH-NRD | 41.180 | 39.180 | 39.846 | -3.891 | 35.955 | 36.019 | 95.1% | 101.7% | 90.2% | 100.2% | 87.5% |
| | 79N | ZH-CXX-DUIN/BOLLENSTR | 59.387 | 54.044 | 53.682 | 0 | 53.682 | 51.243 | 91.0% | 99.3% | 100.0% | 95.5% | 86.3% |
| | 79P | ZH-CXX-RIJNSTR | 34.353 | 31.389 | 31.793 | 0 | 31.793 | 30.131 | 91.4% | 101.3% | 100.0% | 94.8% | 87.7% |
| | 79Q | ZH-CXX-MIDDEN-HOLL/KRIMP | 33.976 | 31.649 | 30.636 | 0 | 30.636 | 28.522 | 93.2% | 96.8% | 100.0% | 93.1% | 83.9% |
| | 81P | ZE-CXX-WALCHEREN | 4.341 | 3.848 | 3.822 | 0 | 3.822 | 4.612 | 88.6% | 99.3% | 100.0% | 120.7% | 106.2% |
| | 81Q | ZE-CXX-BEVELANDEN | 20.619 | 19.467 | 19.082 | 0 | 19.082 | 18.984 | 94.4% | 98.0% | 100.0% | 99.5% | 92.1% |
| | 81R | ZE-CXX-SCHOUWEN-DUIVEL | 19.849 | 18.405 | 18.283 | 0 | 18.283 | 17.268 | 92.7% | 99.3% | 100.0% | 94.4% | 87.0% |
| | 81S | ZE-CXX-THOLEN | 7.396 | 6.918 | 6.861 | 0 | 6.861 | 5.485 | 93.5% | 99.2% | 100.0% | 79.9% | 74.2% |
| Totaal bedrijf | | | 1.143.966 | 1.077.040 | 1.071.698 | 3.706 | 1.075.404 | 1.072.888 | 94.1% | 99.5% | 100.3% | 99.8% | 93.8% |

Tabel 4.14 Vergelijking kilometers per bedrijf per basiselement, * 1000 kms

| bedrijf | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|----------------|---|---------|---------|---------|--------|---------|---------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | A | B | C | D | E | F | | | | | |
| GVB | 499 | SRA-GVB-ADAM-STERNET | 8.856 | 8.554 | 8.353 | 0 | 8.353 | 7.238 | 96.6% | 97.6% | 100.0% | 86.7% | 81.7% |
| | 502 | SRA-GVB-ADAM-TRAM | 228.930 | 224.769 | 223.300 | 0 | 223.300 | 231.148 | 98.2% | 99.3% | 100.0% | 103.5% | 101.0% |
| | 503 | SRA-GVB-ADAM-METRO | 198.918 | 199.595 | 200.086 | 0 | 200.086 | 192.761 | 100.3% | 100.2% | 100.0% | 96.3% | 96.9% |
| | 508 | SRA-GVB-ADAM-SNELTRAM | 79.850 | 77.895 | 77.424 | 0 | 77.424 | 77.109 | 97.6% | 99.4% | 100.0% | 99.6% | 96.6% |
| | 509 | SRA-GVB-ADAM-BUS-ALG | 143.157 | 140.765 | 141.212 | 0 | 141.212 | 143.538 | 98.3% | 100.3% | 100.0% | 101.6% | 100.3% |
| | 900 | SRA-GVB-KG15SOV | 7.939 | 7.786 | 7.511 | 0 | 7.511 | 7.267 | 98.1% | 96.5% | 100.0% | 96.8% | 91.5% |
| Totaal bedrijf | | | 667.651 | 659.365 | 657.886 | 0 | 657.886 | 659.062 | 98.8% | 99.8% | 100.0% | 100.2% | 98.7% |
| GUV | 542 | BRU-GVU-UT | 87.812 | 86.916 | 87.825 | 237 | 88.061 | 88.345 | 99.0% | 101.0% | 100.3% | 100.3% | 100.6% |
| | 940 | BRU-GVU-KG15SOV | 1.880 | 1.752 | 1.799 | 0 | 1.799 | 1.903 | 93.2% | 102.6% | 100.0% | 105.8% | 101.2% |
| Totaal bedrijf | | | 89.692 | 88.668 | 89.623 | 237 | 89.860 | 90.248 | 98.9% | 101.1% | 100.3% | 100.4% | 100.6% |
| HERMES | 551 | SRE-HERM-EINDHOVEN | 22.281 | 19.100 | 19.518 | 0 | 19.517 | 18.229 | 85.7% | 102.2% | 100.0% | 93.4% | 81.8% |
| | 552 | SRE-HERM-HELMOND | 315 | 280 | 287 | 0 | 287 | 441 | 89.0% | 102.4% | 100.0% | 153.9% | 140.2% |
| | 55A | SRE-HERM-PEEL-STR | 10.557 | 9.207 | 9.254 | 317 | 9.571 | 9.527 | 87.2% | 100.5% | 103.4% | 99.5% | 90.2% |
| | 55K | SRE-HERM-KEMPEN | 0 | 0 | 0 | 16.367 | 16.367 | 16.461 | . | . | . | 100.6% | . |
| | 56B | SAN-HERM-ZUID | 22.628 | 20.668 | 20.685 | 0 | 20.685 | 23.525 | 91.3% | 100.1% | 100.0% | 113.7% | 104.0% |
| Totaal bedrijf | | | 55.781 | 49.255 | 49.743 | 16.684 | 66.428 | 68.182 | 88.3% | 101.0% | 133.5% | 102.6% | 122.2% |
| HTM | 522 | HAAGL-HTM-DEN HAAG-BUS | 66.458 | 63.380 | 63.833 | -1.263 | 62.570 | 58.994 | 95.4% | 100.7% | 98.0% | 94.3% | 88.8% |
| | 523 | HAAGL-HTM-DEN HAAG-TRAM | 186.860 | 181.350 | 180.866 | -2 | 180.864 | 189.551 | 97.1% | 99.7% | 100.0% | 104.8% | 101.4% |
| | 527 | HAAGL-HTM-RR | 102.321 | 96.528 | 96.146 | 0 | 96.146 | 89.437 | 94.3% | 99.6% | 100.0% | 93.0% | 87.4% |
| | 920 | HAAGL-HTM-KG15SOV | 3.586 | 3.462 | 3.475 | -3.475 | 0 | 0 | 96.6% | 100.4% | .0% | . | .0% |
| | 922 | HAAGL-HTM-BUS-KG15SOV | 0 | 0 | 0 | 522 | 522 | 409 | . | . | . | 78.3% | . |
| | 923 | HAAGL-HTM-RAIL-KG15SOV | 0 | 0 | 0 | 2.933 | 2.933 | 3.160 | . | . | . | 107.7% | . |
| Totaal bedrijf | | | 359.225 | 344.721 | 344.320 | -1.285 | 343.035 | 341.550 | 96.0% | 99.9% | 99.6% | 99.6% | 95.1% |
| NACO | 78G | NH-NACO | 9 | 10 | 9 | 0 | 9 | 6 | 103.5% | 87.2% | 100.0% | 75.0% | 67.7% |
| Totaal bedrijf | | | 9 | 10 | 9 | 0 | 9 | 6 | 103.5% | 87.2% | 100.0% | 75.0% | 67.7% |
| NOVIO | 563 | SAN-NOV-ZUID-NIJMEG | 30.859 | 28.168 | 28.113 | 0 | 28.113 | 23.968 | 91.3% | 99.8% | 100.0% | 85.3% | 77.7% |
| | 569 | SAN-NOV-ZUID-INT | 202 | 179 | 192 | 0 | 192 | 424 | 88.4% | 107.4% | 100.0% | 221.1% | 209.9% |
| | 930 | SAN-NOV-KG15SOV | 755 | 660 | 670 | 0 | 670 | 984 | 87.4% | 101.6% | 100.0% | 146.8% | 130.4% |
| Totaal bedrijf | | | 31.815 | 29.006 | 28.975 | 0 | 28.975 | 25.376 | 91.2% | 99.9% | 100.0% | 87.6% | 79.8% |
| NSR | 610 | NSR-ADAM | 8.685 | 8.263 | 8.248 | 0 | 8.248 | 7.606 | 95.1% | 99.8% | 100.0% | 92.2% | 87.6% |
| | 620 | NSR-RDAM | 16.664 | 15.629 | 15.662 | 0 | 15.662 | 17.174 | 93.8% | 100.2% | 100.0% | 109.7% | 103.1% |
| | 630 | NSR-UT | 464 | 445 | 448 | 0 | 448 | 378 | 96.0% | 100.6% | 100.0% | 84.3% | 81.4% |
| | 640 | NSR-DEN HAAG | 2.164 | 2.094 | 2.069 | 0 | 2.069 | 2.104 | 96.7% | 98.8% | 100.0% | 101.7% | 97.2% |
| | 670 | NSR-MAASTRICHT | 10 | 11 | 11 | 0 | 11 | 27 | 106.1% | 105.9% | 100.0% | 236.5% | 265.9% |
| | 74K | OV-NSR-ZWOLLE-KAMPEN | 1.593 | 1.515 | 1.502 | 0 | 1.502 | 1.489 | 95.1% | 99.2% | 100.0% | 99.1% | 93.5% |
| | 75P | GE-NSR-APELD-ZUTPH | 2.064 | 2.140 | 2.112 | 0 | 2.112 | 2.221 | 103.7% | 98.7% | 100.0% | 105.1% | 107.6% |
| | 950 | NSR-KG15SOV | 292 | 270 | 296 | 0 | 296 | 458 | 92.6% | 109.4% | 100.0% | 154.9% | 156.9% |
| Totaal bedrijf | | | 31.937 | 30.367 | 30.349 | 0 | 30.349 | 31.456 | 95.1% | 99.9% | 100.0% | 103.6% | 98.5% |
| QBUZZ | 51J | SRR-QBZ | 0 | 0 | 0 | 44.197 | 44.197 | 42.505 | . | . | . | 96.2% | . |
| | 72J | FR-QBZ-ZUIDOOST | 0 | 0 | 0 | 30.782 | 30.782 | 30.489 | . | . | . | 99.0% | . |
| Totaal bedrijf | | | 0 | 0 | 0 | 74.979 | 74.979 | 72.993 | . | . | . | 97.4% | . |

Tabel 4.14 Vergelijking kilometers per bedrijf per basiselement, * 1000 kms

| bedrijf | basis elem. | Verkopen jaar Kmproductiefactor Lijnennet november Indeling concessie Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|------------------|----------------|---|---------|---------|---------|---------|---------|---------|-------------------|-------------------|------------------|-------------------|------------------|
| | | | 2007 | 2007 | '08 | 2008 | 2008 | 2008 | | | | | |
| | | | A | B | C | D | E | F | | | | | |
| RET | 511 | SRR-RET-RDAM-BUS | 46.617 | 43.879 | 43.824 | 947 | 44.771 | 43.910 | 94.1% | 99.9% | 102.2% | 98.1% | 94.2% |
| | 512 | SRR-RET-RDAM-TRAM | 106.921 | 101.303 | 101.164 | 0 | 101.164 | 97.167 | 94.7% | 99.9% | 100.0% | 96.0% | 90.9% |
| | 513 | SRR-RET-RDAM-METRO | 302.524 | 286.181 | 283.238 | 0 | 283.238 | 283.276 | 94.6% | 99.0% | 100.0% | 100.0% | 93.6% |
| | 514 | SRR-RET-SCHIEDAM/VLAARD | 7.910 | 7.431 | 7.407 | -681 | 6.726 | 6.899 | 94.0% | 99.7% | 90.8% | 102.6% | 87.2% |
| | 517 | SRR-RET-RR | 4.842 | 4.563 | 4.390 | 0 | 4.390 | 5.868 | 94.2% | 96.2% | 100.0% | 133.7% | 121.2% |
| | 529 | HAAGL-RET-RR | 11.515 | 10.839 | 10.466 | 0 | 10.466 | 16.106 | 94.1% | 96.6% | 100.0% | 153.9% | 139.9% |
| | 910 | SRR-RET-KG15SOV | 6.166 | 5.351 | 5.298 | -5.298 | 0 | 0 | 86.8% | 99.0% | 0.0% | . | 0.0% |
| | 911 | SRR-RET-BUS-KG15SOV | 0 | 0 | 0 | 570 | 570 | 689 | . | . | . | 120.8% | . |
| | 912 | SRR-RET-RAIL-KG15SOV | 0 | 0 | 0 | 4.739 | 4.739 | 4.760 | . | . | . | 100.5% | . |
| | 921 | HAAGL-RET-KG15SOV | 167 | 143 | 142 | 0 | 142 | 86 | 86.0% | 98.9% | 100.0% | 60.8% | 51.7% |
| Totaal bedrijf | | | 486.661 | 459.690 | 455.930 | 277 | 456.206 | 458.762 | 94.5% | 99.2% | 100.1% | 100.6% | 94.3% |
| SOV | SOV | SOV | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| Totaal bedrijf | | | 29.294 | 26.277 | 26.565 | 10 | 26.574 | 27.615 | 89.7% | 101.1% | 100.0% | 103.9% | 94.3% |
| STADSVVERVOER NL | 77J | UT-STADSVVERV NL-OOST UTR | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | 0.0% | . | 0.0% |
| Totaal bedrijf | | | 20.328 | 18.659 | 18.672 | -18.672 | 0 | 0 | 91.8% | 100.1% | 0.0% | . | 0.0% |
| SYNTUS | 56H | SAN-SYNT-ARNH-ZEVEN-TRN | 6.512 | 6.132 | 6.144 | 0 | 6.144 | 6.338 | 94.2% | 100.2% | 100.0% | 103.2% | 97.3% |
| | 57K | TWENTE-SYNT-ZHO-BUS | 3.907 | 3.867 | 4.025 | 0 | 4.025 | 4.010 | 99.0% | 104.1% | 100.0% | 99.6% | 102.6% |
| | 57L | TWENTE-SYNT-ZHO-TRN | 1.953 | 1.856 | 1.869 | 0 | 1.869 | 1.922 | 95.1% | 100.7% | 100.0% | 102.8% | 98.4% |
| | 75H | GE-SYNT-ACHTERH-TRN | 11.812 | 11.539 | 11.404 | 0 | 11.404 | 11.431 | 97.7% | 98.8% | 100.0% | 100.2% | 96.8% |
| | 75J | GE-SYNT-ACHTERH-BUS | 15.977 | 16.126 | 15.824 | 0 | 15.824 | 15.281 | 100.9% | 98.1% | 100.0% | 96.6% | 95.6% |
| | 75K | GE-SYNT-ZHO-BUS | 4.473 | 4.518 | 4.576 | 0 | 4.576 | 5.158 | 101.0% | 101.3% | 100.0% | 112.7% | 115.3% |
| | 75L | GE-SYNT-ZHO-TRN | 629 | 628 | 601 | 0 | 601 | 666 | 99.9% | 95.6% | 100.0% | 110.9% | 105.9% |
| Totaal bedrijf | | | 45.263 | 44.668 | 44.444 | 0 | 44.444 | 44.806 | 98.7% | 99.5% | 100.0% | 100.8% | 99.0% |
| TCR | 72W | FR-TCR-VLIELAND | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% |
| Totaal bedrijf | | | 65 | 48 | 46 | 0 | 46 | 204 | 72.8% | 97.6% | 100.0% | 438.9% | 311.7% |
| VEOLIA | 224 | NB-VL-MIDD-TILBURG | 9.667 | 8.955 | 9.088 | 0 | 9.088 | 9.186 | 92.6% | 101.5% | 100.0% | 101.1% | 95.0% |
| | 225 | NB-VL-WEST-BREDA | 9.467 | 7.796 | 7.736 | 0 | 7.736 | 7.357 | 82.4% | 99.2% | 100.0% | 95.1% | 77.7% |
| | 226 | NB-VL-WEST-ROSENDAAL | 994 | 852 | 844 | 0 | 844 | 1.030 | 85.7% | 99.1% | 100.0% | 122.1% | 103.7% |
| | 55B | SRE-BBA-ALG | 19.905 | 17.573 | 17.988 | -17.988 | 0 | 0 | 88.3% | 102.4% | 0.0% | . | 0.0% |
| | 77G | UT-BBA-NOORDWEST | 29.549 | 28.072 | 28.471 | -28.471 | 0 | 0 | 95.0% | 101.4% | 0.0% | . | 0.0% |
| | 80J | NB-VL-WEST-VERBIND | 26.896 | 23.816 | 23.175 | 0 | 23.175 | 22.324 | 88.5% | 97.3% | 100.0% | 96.3% | 83.0% |
| | 80K | NB-VL-MIDD-VERBIND | 9.661 | 8.479 | 8.584 | 60 | 8.644 | 8.185 | 87.8% | 101.2% | 100.7% | 94.7% | 84.7% |
| | 80N | NB-VL-WEST-ONTSLUI | 23.071 | 20.554 | 20.466 | 0 | 20.466 | 18.189 | 89.1% | 99.6% | 100.0% | 88.9% | 78.8% |
| | 80P | NB-VL-MIDD-ONTSLUI | 6.943 | 6.030 | 6.090 | 119 | 6.210 | 5.799 | 86.9% | 101.0% | 102.0% | 93.4% | 83.5% |
| | 80S | NB-VL-WEST-BRTBUS | 0 | 0 | 0 | 0 | 0 | 23 | . | . | . | . | . |
| | 80T | NB-VL-MIDD-BRTBUS | 5 | 5 | 4 | 0 | 4 | 0 | 103.5% | 87.2% | 100.0% | 0.0% | 0.0% |
| | 80W | NB-VL-INTERLINER | 550 | 569 | 496 | 0 | 496 | 904 | 103.5% | 87.2% | 100.0% | 182.1% | 164.4% |
| | 81E | ZE-VL-FAST FERRIES | 2 | 2 | 2 | 0 | 2 | 17 | 103.5% | 87.2% | 100.0% | 800.0% | 722.2% |
| | 81F | ZE-VL-ZEEUWSCH-VL | 12.051 | 10.903 | 11.088 | 0 | 11.088 | 8.761 | 90.5% | 101.7% | 100.0% | 79.0% | 72.7% |
| | 81Y | ZE-VL-INT | 69 | 64 | 73 | 0 | 73 | 34 | 93.6% | 113.3% | 100.0% | 46.1% | 48.9% |
| | 821 | NB-VL-WEST-BERGEN OP ZOOM | 857 | 671 | 679 | 0 | 679 | 647 | 78.3% | 101.1% | 100.0% | 95.3% | 75.5% |
| | 83F | LI-VL-NRD/MIDD-LI-BUS | 29.426 | 28.077 | 27.176 | -955 | 26.220 | 26.035 | 95.4% | 96.8% | 96.5% | 99.3% | 88.5% |
| | 83G | LI-VL-ZD-LI-BUS | 51.399 | 56.339 | 54.330 | 955 | 55.285 | 53.352 | 109.6% | 96.4% | 101.8% | 96.5% | 103.8% |
| | 83H | LI-VL-ZD-LI-TREIN | 2.048 | 2.494 | 2.389 | 0 | 2.389 | 4.234 | 121.7% | 95.8% | 100.0% | 177.3% | 206.7% |
| | 971 | LI-VL-ZD-LI-KG15SOV | 109 | 135 | 132 | 0 | 132 | 234 | 124.4% | 97.9% | 100.0% | 177.1% | 215.7% |
| Totaal bedrijf | | | 232.668 | 221.388 | 218.812 | -46.280 | 172.532 | 166.311 | 95.2% | 98.8% | 78.8% | 96.4% | 71.5% |
| VEOLIA VELUWE | 755 | GE-VL VELUWE-APELD | 3.776 | 3.690 | 3.599 | 0 | 3.599 | 3.685 | 97.7% | 97.5% | 100.0% | 102.4% | 97.6% |
| | 75N | GE-VL VELUWE-STR | 68.434 | 61.555 | 61.088 | 0 | 61.088 | 61.290 | 89.9% | 99.2% | 100.0% | 100.3% | 89.6% |
| Totaal bedrijf | | | 72.210 | 65.245 | 64.687 | 0 | 64.687 | 64.975 | 90.4% | 99.1% | 100.0% | 100.4% | 90.0% |

Tabel 4.14 Vergelijking kilometers per bedrijf per basiselement, * 1000 kms

| bedrijf | Verkopen jaar | Kmproductiefactor | Lijnennet november | Indeling concessie | basis Sleutels november | 2007 | '08 | 2008 | 2008 | 2008 | 2008 | Verkoop effect | Kmprod. effect | Indel. effect | Sleutel effect | Totaal effect |
|----------------|---------------|-------------------|--------------------|--------------------|-------------------------|-----------|-----------|-----------|------|-----------|-----------|----------------|----------------|---------------|----------------|---------------|
| | | | | | | 2007 | 2007 | 2007 | 2007 | 2007 | 2007 | | | | | |
| | elem. | | | | | A | B | C | D | E | F | | | | | |
| WATERBUS | 79J | ZH-WATERBUS | | | | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| Totaal bedrijf | | | | | | 104 | 97 | 97 | 0 | 97 | 207 | 93.2% | 99.7% | 100.0% | 214.5% | 199.3% |
| Totaal | | | | | | 3.789.674 | 3.607.671 | 3.592.171 | 0 | 3.592.171 | 3.592.171 | 95.2% | 99.6% | 100.0% | 100.0% | 94.8% |

BIJLAGE 5 Tabellen opbrengsten per kilometer

Overzicht opbrengsten en kilometers 2008, kaartgroep 1 t/m 8, 12, 15 en 26, per decentrale overheid

| Overheid | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|---------------|---------------------------|--------------------------|---|---|
| BRU | 36.292 | 214.307 | 16,9 | 5,9 |
| DRENTE | 4.728 | 47.957 | 9,9 | 10,1 |
| FLEVOLAND | 11.737 | 99.161 | 11,8 | 8,4 |
| FRIESLAND | 9.290 | 87.978 | 10,6 | 9,5 |
| GELDERLAND | 12.658 | 110.585 | 11,4 | 8,7 |
| GRONINGEN | 13.872 | 135.449 | 10,2 | 9,8 |
| HAAGLANDEN | 79.941 | 440.123 | 18,2 | 5,5 |
| LIMBURG | 14.594 | 92.108 | 15,8 | 6,3 |
| NOORD-BRABANT | 13.903 | 104.732 | 13,3 | 7,5 |
| NOORD-HOLLAND | 18.861 | 132.168 | 14,3 | 7,0 |
| NSR | 4.339 | 28.382 | 15,3 | 6,5 |
| OVERIJSSEL | 6.165 | 59.134 | 10,4 | 9,6 |
| SAN | 16.727 | 119.529 | 14,0 | 7,1 |
| SOV | 2.846 | 27.615 | 10,3 | 9,7 |
| SRA | 168.294 | 1.045.914 | 16,1 | 6,2 |
| SRE | 7.175 | 47.962 | 15,0 | 6,7 |
| SRR | 83.808 | 542.129 | 15,5 | 6,5 |
| TWENTE | 4.723 | 36.842 | 12,8 | 7,8 |
| UTRECHT | 12.142 | 95.306 | 12,7 | 7,8 |
| ZEELAND | 5.440 | 58.131 | 9,4 | 10,7 |
| ZUID-HOLLAND | 30.080 | 242.773 | 12,4 | 8,1 |
| TOTAAL | 557.613 | 3.768.285 | 14,8 | 6,8 |

Overzicht opbrengsten en kilometers 2008, kaartgroep 1 t/m 8, 12, 15 en 26, per vervoerbedrijf

| Bedrijf | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|-----------------|---------------------------|--------------------------|---|---|
| ARRIVA | 48.157 | 435.458 | 11,1 | 9,0 |
| ARRIVA OV TREIN | 3.763 | 39.789 | 9,5 | 10,6 |
| CONNEXXION | 142.586 | 1.103.317 | 12,9 | 7,7 |
| GVB | 128.917 | 722.844 | 17,8 | 5,6 |
| GVU | 19.489 | 97.789 | 19,9 | 5,0 |
| HERMES | 10.004 | 72.398 | 13,8 | 7,2 |
| HTM | 67.975 | 359.989 | 18,9 | 5,3 |
| NACO | 0 | 6 | 8,3 | 12,0 |
| NOVIO | 4.224 | 26.983 | 15,7 | 6,4 |
| NSR | 4.659 | 32.092 | 14,5 | 6,9 |
| QBUZZ | 8.992 | 75.077 | 12,0 | 8,3 |
| RET | 76.924 | 481.444 | 16,0 | 6,3 |
| SOV | 2.846 | 27.615 | 10,3 | 9,7 |
| SYNTUS | 5.211 | 46.096 | 11,3 | 8,8 |
| TCR | 29 | 204 | 14,4 | 6,9 |
| VEOLIA | 26.097 | 180.222 | 14,5 | 6,9 |
| VEOLIA VELUWE | 7.652 | 66.757 | 11,5 | 8,7 |
| WATERBUS | 87 | 207 | 42,1 | 2,4 |
| TOTAAL | 557.613 | 3.768.285 | 14,8 | 6,8 |

Overzicht opbrengsten en kilometers 2008, kaartgroep 1 t/m 8, 12, 15 en 26, per concessie

| concessie | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|---|---------------------------|--------------------------|---|---|
| 5001 STADSVVERVOER AMSTERDAM | 128.917 | 722.844 | 17,8 | 5,6 |
| 5002 AMSTELLAND MEERLANDEN | 17.967 | 138.517 | 13,0 | 7,7 |
| 5003 ZAA NSTREEK | 4.209 | 31.555 | 13,3 | 7,5 |
| 5004 WATERLAND | 17.201 | 152.998 | 11,2 | 8,9 |
| 5101 BUS ROTTERDAM | 11.154 | 59.391 | 18,8 | 5,3 |
| 5102 REGIO RIJNMOND STREEKVERVOER BUS | 5.555 | 43.842 | 12,7 | 7,9 |
| 5103 VOORNE-PUTTEN | 3.591 | 32.945 | 10,9 | 9,2 |
| 5111 PARK SHUTTLE | 16 | 91 | 17,3 | 5,8 |
| 5121 RAIL ROTTERDAM | 63.493 | 405.861 | 15,6 | 6,4 |
| 5201 HTM-BUS | 11.781 | 64.197 | 18,4 | 5,4 |
| 5202 DELFT/ ZOETERMEER | 1.076 | 6.615 | 16,3 | 6,1 |
| 5203 HAAGLANDEN STREEKBUS | 8.613 | 57.327 | 15,0 | 6,7 |
| 5221 HTM-RAIL | 56.194 | 295.792 | 19,0 | 5,3 |
| 5241 RET-RANDSTADRAIL REGIO DEN HAAG | 2.278 | 16.192 | 14,1 | 7,1 |
| 5401 STADSVVERVOER UTRECHT | 19.489 | 97.789 | 19,9 | 5,0 |
| 5402 BRU REGIOVERVOER BUS | 9.931 | 71.045 | 14,0 | 7,2 |
| 5411 BRU SPITSLIJNEN | 665 | 5.251 | 12,7 | 7,9 |
| 5421 BRU SNELTRAM | 6.207 | 40.222 | 15,4 | 6,5 |
| 5501 STADSREGIO EINDHOVEN | 7.175 | 47.962 | 15,0 | 6,7 |
| 5601 STADSREGIO ARNHEM NIJMEGEN NOORD | 9.025 | 61.772 | 14,6 | 6,8 |
| 5602 STADSREGIO ARNHEM NIJMEGEN ZUID | 7.053 | 51.419 | 13,7 | 7,3 |
| 5663 STADSREGIO ARNHEM NIJMEGEN TREINDIENSTEN ACHTERHOEK | 648 | 6.338 | 10,2 | 9,8 |
| 5701 TWENTE | 4.071 | 30.771 | 13,2 | 7,6 |
| 5704 TWENTE ZUTPHEN / HENGEL0 / OLDENZAAL | 454 | 4.140 | 11,0 | 9,1 |
| 5764 TWENTE TREINDIENST ZUTPHEN-OLDENZAAL | 197 | 1.932 | 10,2 | 9,8 |

| concessie | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|--|---------------------------|--------------------------|---|---|
| 6061 NS KERNNET | 4.339 | 28.382 | 15,3 | 6,5 |
| 7101 GRONINGEN GGD | 10.067 | 94.993 | 10,6 | 9,4 |
| 7111 GRONINGEN HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | 42 | 666 | 6,2 | 16,1 |
| 7161 GRONINGEN NOORDELIJKE TREINDIENSTEN | 3.763 | 39.789 | 9,5 | 10,6 |
| 7201 STADSERVOER LEEUWARDEN | 487 | 2.805 | 17,4 | 5,8 |
| 7202 NOORD- EN ZUIDWEST FRIESLAND | 5.192 | 52.216 | 9,9 | 10,1 |
| 7203 FRYSLAN ZUIDOOST | 3.437 | 31.234 | 11,0 | 9,1 |
| 7204 VLIELAND | 29 | 204 | 14,4 | 6,9 |
| 7205 TERSCHELLING | 5 | 36 | 14,8 | 6,7 |
| 7206 AMELAND | 40 | 310 | 12,8 | 7,8 |
| 7207 SCHIERMONNIKOOG | 23 | 121 | 19,2 | 5,2 |
| 7211 FRIESLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | 76 | 1.051 | 7,2 | 13,9 |
| 7301 DRENTHE GGD | 3.665 | 37.595 | 9,7 | 10,3 |
| 7302 DRENTHE ZUIDOOST | 607 | 6.203 | 9,8 | 10,2 |
| 7303 ZW-DRENTHE | 456 | 4.159 | 11,0 | 9,1 |
| 7401 ZWOLLE | 1.393 | 8.628 | 16,1 | 6,2 |
| 7403 NO-OVERIJSSEL | 1.317 | 15.188 | 8,7 | 11,5 |
| 7404 OVERIJSEL IJSSELMOND | 2.074 | 23.520 | 8,8 | 11,3 |
| 7405 SALLAND | 1.246 | 10.309 | 12,1 | 8,3 |
| 7462 TREINDIENST ZWOLLE-KAMPEN | 134 | 1.489 | 9,0 | 11,1 |
| 7501 VELUWE | 7.652 | 66.757 | 11,5 | 8,7 |
| 7502 RIVIERENLAND | 909 | 7.921 | 11,5 | 8,7 |
| 7503 ACHTERHOEK | 2.138 | 16.291 | 13,1 | 7,6 |
| 7504 GELDERLAND ZUTPHEN / HENGELO / OLDENZ. | 660 | 5.298 | 12,5 | 8,0 |
| 7561 GELDERLAND SPOOR APELDOORN-ZUTPHEN | 186 | 2.221 | 8,4 | 11,9 |
| 7563 GELDERLAND TREINDIENSTEN ACHTERHOEK | 1.063 | 11.431 | 9,3 | 10,8 |
| 7564 GELDERLAND TREINDIENST ZUTPHEN-OLDENZ. | 50 | 666 | 7,6 | 13,2 |
| 7601 STADSERVOER LELYSTAD | 633 | 3.394 | 18,6 | 5,4 |

| concessie | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|--|---------------------------|--------------------------|---|---|
| 7602 STADSVVERVOER ALMERE | 5.824 | 35.434 | 16,4 | 6,1 |
| 7603 STREEKVERVOER ALMERE | 1.982 | 23.217 | 8,5 | 11,7 |
| 7604 FLEVOLAND IJSSELMOND | 3.152 | 35.400 | 8,9 | 11,2 |
| 7611 FLEVOLAND HOV VERBINDING GRONINGEN - HEERENVEEN - LELYSTAD | 146 | 1.716 | 8,5 | 11,7 |
| 7701 PROVINCIE UTRECHT | 12.142 | 95.306 | 12,7 | 7,8 |
| 7801 HAARLEM / IJMOND | 8.066 | 51.394 | 15,7 | 6,4 |
| 7802 GOOI- EN VECHTSTREEK | 3.680 | 31.041 | 11,9 | 8,4 |
| 7803 NOORD-HOLLAND NOORD | 5.515 | 40.973 | 13,5 | 7,4 |
| 7811 HAARLEM ZUIDTANGENT | 1.600 | 8.755 | 18,3 | 5,5 |
| 7881 CONCESSIE NACO | 0 | 6 | 8,3 | 12,0 |
| 7901 DUIN-BOLLENSTREEK/LEIDEN | 10.170 | 68.051 | 14,9 | 6,7 |
| 7902 MIDDEN-HOLLAND/RIJNSTREEK | 7.061 | 59.292 | 11,9 | 8,4 |
| 7903 DAV-GEBIED | 6.572 | 53.852 | 12,2 | 8,2 |
| 7904 HOEKSCHE WAARD/ GOEREE OVERFLAKKEE | 6.190 | 61.371 | 10,1 | 9,9 |
| 7981 WATERBUS ROTTERDAM-DRECHTSTEDEN | 87 | 207 | 42,1 | 2,4 |
| 8101 SCHOUWEN-DUIVELAND / THOLEN | 1.925 | 23.265 | 8,3 | 12,1 |
| 8102 MIDDEN-ZEELAND | 2.429 | 25.225 | 9,6 | 10,4 |
| 8103 ZEEUWS-VLAANDEREN | 1.082 | 9.624 | 11,2 | 8,9 |
| 8181 ZEELAND FAST FERRY VLISSINGEN-BRESKENS | 3 | 17 | 18,0 | 5,6 |
| 8201 WEST-BRABANT | 6.651 | 52.697 | 12,6 | 7,9 |
| 8202 MIDDEN-BRABANT | 3.735 | 24.871 | 15,0 | 6,7 |
| 8203 DE MEIERIJ | 2.396 | 15.707 | 15,3 | 6,6 |
| 8204 OOST-BRABANT | 1.089 | 10.553 | 10,3 | 9,7 |
| 8211 BREDA-OOSTERHOUT-UTRECHT | 32 | 904 | 3,5 | 28,6 |
| 8301 NOORD- EN MIDDEN-LIMBURG-BUS | 3.819 | 28.078 | 13,6 | 7,4 |
| 8302 ZUID-LIMBURG | 10.776 | 64.030 | 16,8 | 5,9 |
| 9910 SOV | 2.846 | 27.615 | 10,3 | 9,7 |
| TOTAAL | 557.613 | 3.768.285 | 14,8 | 6,8 |

Overzicht opbrengsten en kilometers 2008, kaartgroep 1 t/m 8, 12, 15 en 26, per kaartgroep

| Kaartgroep | Opbrengst (euro*1.000) | Kilometers (km*1.000) | Opbrengst per kilometer (eurocent/km) | Kilometer per opbrengst (km/euro) |
|------------|---------------------------|--------------------------|---|---|
| 1 | 232.544 | 1.340.836 | 17,3 | 5,8 |
| 2 | 56.778 | 450.943 | 12,6 | 7,9 |
| 3 | 45.453 | 518.652 | 8,8 | 11,4 |
| 4 | 35.832 | 216.377 | 16,6 | 6,0 |
| 5 | 39.109 | 423.291 | 9,2 | 10,8 |
| 6 | 59.584 | 176.114 | 33,8 | 3,0 |
| 7 | 14.585 | 71.015 | 20,5 | 4,9 |
| 8 | 34.977 | 227.492 | 15,4 | 6,5 |
| 12 | 147 | 1.264 | 11,6 | 8,6 |
| 15 | 38.522 | 341.737 | 11,3 | 8,9 |
| 26 | 83 | 564 | 14,7 | 6,8 |
| TOTAAL | 557.613 | 3.768.285 | 14,8 | 6,8 |