Smart mobility

achieving a single transport area
making full use of EU funds

XXIIIrd European Days of State territorial Representatives

Noord-Brabant

Herald Ruijters
EC - MOVE B1, 22 April 2016

Transport

The trans-European transport network

Support implementation of Transport White Paper through new infrastructure policy including:

- **Objective methodology led to define a core and a comprehensive network**
- **To be achieved by the deadlines of 2030 and 2050**
- **Including ambitious standards for all infrastructures**
- **And securing a synchronised implementation with the help of Corridors and European Coordinators**

Requirements

Core network

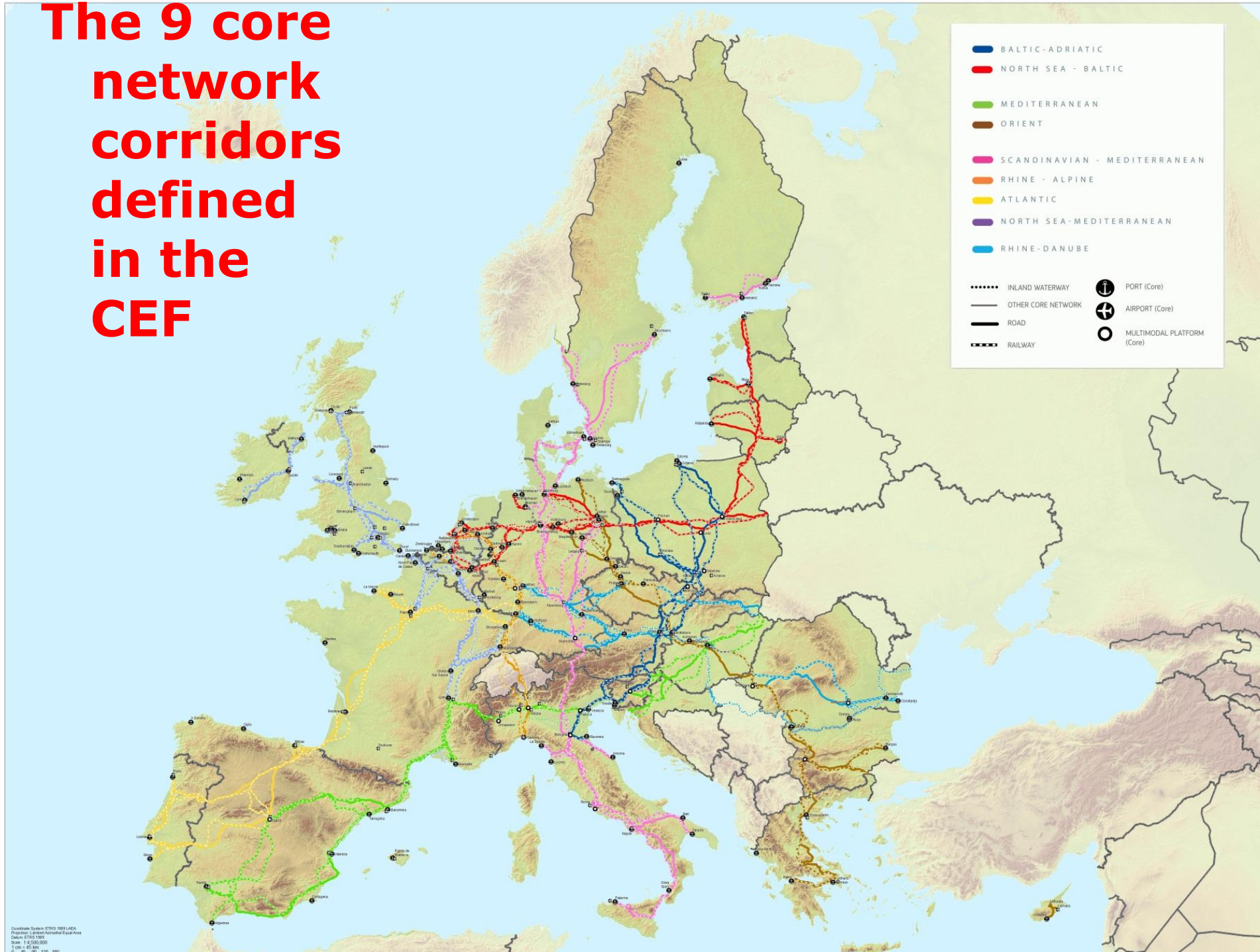
- **Road: express roads or motorways, safe and secure parking areas, alternative clean fuels**
- **Rail: ERTMS, electrification, European track gauge**
- **Rail freight lines: 22.5 t axle load, 740 m train length, 100 km/h line speed**
- **Alternative clean fuels for ports, inland ports and airports**
- **Telematic applications, new technologies and innovation**

Implementation tools

Coordinators and Core Network Corridors

- **Synchronise investments in order to optimise network benefits**
- **Multimodal: road, rail, maritime, air and IWW where possible**
- **Involving at least 4 Member States**
- **European Coordinators for 9 core network corridors and for ERTMS and Motorways of the Sea**
- **Work Plans**

The 9 core network corridors defined in the CEF



Core network:

- Inland waterways
- Inland ports
- Ports

Core network:

- Rail: freight
- Rail-road terminals
- Ports

Core network:

- Rail: passengers
- Airports

Core network:

- Road
- Rail-road terminals
- Ports
- Airports

Corridor development

1. • Nomination of coordinators
2. • Analysis of the Corridor
3. • Consultation of Corridor Forum
4. • Drawing up work plan
5. • Approval Work Plan May 2015 by Member States
6. • Presentation new Work Plans TEN-T Days Rotterdam

Planning 2016 - 2018

- 20 – 22 June 2016: TEN-T Days Rotterdam: new Work Plans (for all nine Corridors + ERTMS + MoS)
- September 2016: discussing and approving the second generation of the Work Plans with MS and stakeholders
- June 2017: present an update of the Work Plans in a third generation, integrating all aspects on decarbonisation and climate change
- Mid-term review MFF and start negotiations MFF 2021-2027

Instruments available for projects on the TEN-T

- **Connecting Europe Facility: grants and financial instruments: € 24.05 bn**
  - **Grants**
  - **Financial instruments:**
    - **Project Bonds (with higher % for the guarantee),**
    - **LGTT (guarantee to loans) 2 (not limited to traffic risk),**
    - **possibility of other instruments, dedicated investment funds for specific policies**
- **European Fund for Strategic Investments (EFSI)**

Implementation study for the quality improvement of the cross-border railway connection between Groningen (NL) and Bremen (DE)

2014-EU-TA-0122-S

The Action aims to study a set of infrastructure measures needed to upgrade the cross-border railway connection between Groningen (the Netherlands) and Bremen (Germany). The measures will remove bottlenecks and bridge missing links for freight transport.

The Action includes a design study, a social cost-benefit analysis, an environmental impact assessment, permit applications and the procurement preparation for the works planned to start in 2018. The project team consists of public and private stakeholders from both countries. Following completion of the Action in February 2018, both Member States will take the final realisation decision based on its results. The measures will result in modal shift from road to rail.

Connecting Europe Facility
TRANSPORT

Member States involved:

The Netherlands, Germany

Implementation schedule
Start date: March 2014
End date: February 2018

Budget:

Estimated total cost of the action:
€16,661,506

Maximum EU contribution:
€8,330,753

Percentage of EU support: 50%

Beneficiaries & implementing bodies:
Provincie Groningen
www.provinciegroningen.nl

Industrie- und Handelskammer für Ostfriesland und Papenburg
www.ihk-emden.de

Landkreis Leer
www.landkreis-leer.de

Groningen Seaports NV
www.groningen-seaports.com

Aktien-Gesellschaft Ems
www.ag-ems.de

Additional information:

European Commission
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)
http://ec.europa.eu/inea

Connecting Europe Facility
TRANSPORT

Rhein-Ruhr Rail Connection: Feasibility study on an alternative cross-border railway link ("3RX")

2014-EU-TM-0407-S

Member States involved:

Belgium, Germany, Netherlands

Implementation schedule
Start date: March 2015
End date: June 2017

Budget:

Estimated total cost of the action: €1,000,000

Maximum EU contribution: €500,000

Percentage of EU support: 50%

Beneficiaries & implementing bodies:
Department of Mobility and Public Works (Flemish authorities)
http://departement-mow.vlaanderen.be

Federal Public Service for Transport and Mobility (Belgium federal authorities)
http://mobilit.belgium.be

Ministry of Building, Housing, Urban Development and Transport (German State of North Rhine-Westphalia)
www.mbwsv.nrw.de

Ministry of Infrastructure and the Environment (Netherlands)
www.rijksoverheid.nl/ministeries/ministerie-van-infrastructuur-en-milieu

Additional information:

European Commission
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)
http://ec.europa.eu/inea

The triangle where the Dutch, Belgian and German borders meet, is strategic in railway terms and with potential to accommodate the massive east-west cargo flows. The current East-West alternative lines face critical railway capacity issues. This Action studies the feasibility of an alternative cross-border railway link in the Maas-Rhein-Ruhr border region.

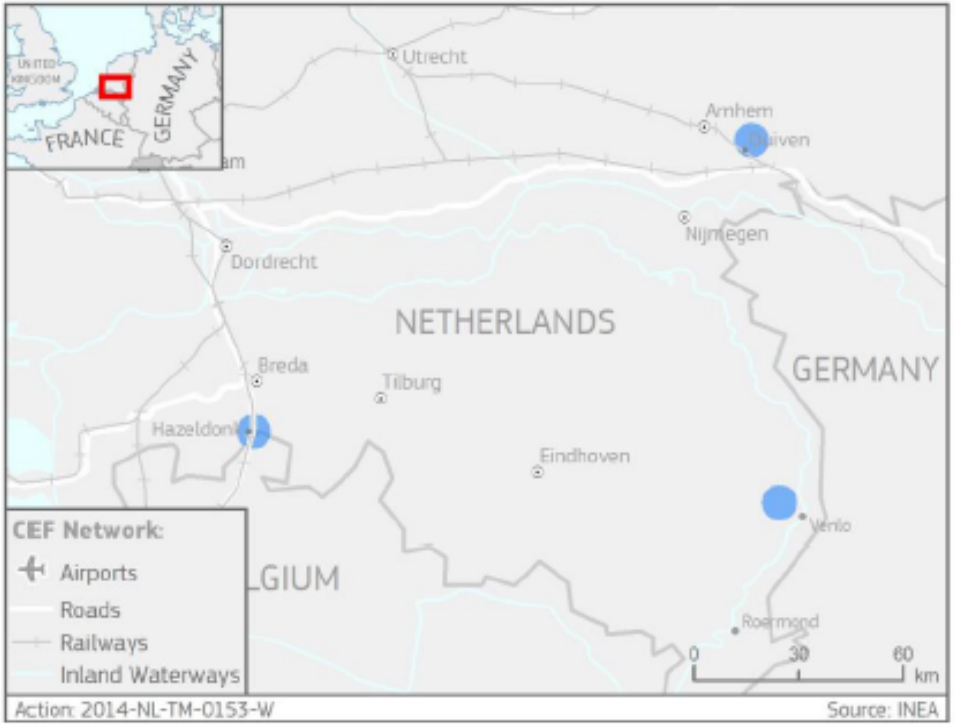
The proposed route is beneficial for all cargo hubs and ports in the region and therefore fits into the strengthening of rail corridors with high European added value.

The Action consists of the spatial, environmental, technical and economic feasibility study of a Rhein-Ruhr Rail Connection in the pre-identified section "Iron Rhine" (Rheidt-Antwerp) located in "other sections" of the Core Network.

Safe & Secure Truck Parking Areas on the Core Network in the Netherlands

2014-NL-TM-0153-W

Rhine-Alpine Corridor



The Action aims to construct safe & secure Truck Parking Areas (TPA) near Duiven (close to the Rhine-Alpine Corridor), Venlo and Breda/Hazeldonk (serving the North Sea-Baltic and North Sea-Mediterranean Corridors) in the Netherlands. The Action is part of the Global Project, namely the Dutch strategy to increase parking capacity and safety for road hauliers.

The works supported in this Action aim at creating three certified parking areas with a total of 631 secure spaces The Action is expected to improve the situation in the Netherlands for truck drivers in terms of respecting work and rest hours and securing the cargo in protected, surveyed areas. Levels of service and security follow European standards.

Furthermore environmental benefits are expected as there will be less congestion from traffic.

Connecting Europe Facility
TRANSPORT

Member States involved:

The Netherlands

Implementation schedule
Start date: January 2015
End date: December 2017

Budget:

Estimated total cost of the action:
€6,465,500

Maximum EU contribution:
€1,293,100

Percentage of EU support: 20%

Beneficiaries & implementing bodies:
P.V.L. B.V. (Project coordinator)

Additional information:

Coordinator's Report on the Corridor
http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/corridors

European Commission
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)
http://ec.europa.eu/inea

TEN-T Annual Programme

Parking space management in the Port of Hamburg

2013-DE-92024-S

Member States involved:

Germany

Implementation schedule
Start date: March 2014
End date: December 2015

Budget:

Project promoter: €550,000

Total project cost covered by this Decision: €1,100,000

EU contribution: €550,000

Percentage of EU support:
Studies: 50%

Additional information:

European Commission, DG MOVE
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)
http://inea.ec.europa.eu

Beneficiary & Implementing body:
Hamburg Port Authority AöR
www.hamburg-port-authority.de

The study will look into ways to improve the utilisation rates and cost-effectiveness of existing infrastructure and facilities in the Port of Hamburg by introducing an intelligent traffic management system in both the existing and planned truck and car parks.

The potential benefits of the project are:

- a concept that can be transferred to other ports and locations with high industrial and non-industrial activity
- an increased utilisation rate and cost-effectiveness of the transport infrastructure by providing information about parking space availability
- reduced traffic volumes and fuel consumption, as well as less damage to the environment due to less trucks looking for parking bays
- better road safety and conditions for truck drivers who will no longer have to park randomly along the roads
- more reliable transport processes and easier planning of driving times and rest periods in line with parking space availability, time windows to provide or deliver goods and traffic information

The study's outcomes will be used by the port authority to take decisions on the future implementation.

State of progress on 31 December 2014:
The project should be fully implemented by the end of the eligibility period. However cost overruns and changes in delivery dates have been recorded during the first year of implementation.

Connecting Europe Facility
TRANSPORT

Member States involved:

Belgium, Germany

Implementation schedule
Start date: September 2014
End date: September 2017

Budget:

Estimated total cost of the action:
€17,519,700

Maximum EU contribution:
€8,759,850

Percentage of EU support: 50%

Beneficiaries & implementing bodies:
Allego Gmbh (coordinator)
www.allego.eu
Allego BVBA
www.allego.eu
DB Energie
www.dbenergie.de
Renault SAS
www.renault.fr
Nissan West Europe SAS
www.nissan.fr
Volkswagen AG
www.volkswagen.de
hySOLUTIONS GmbH
www.hysolutions-hamburg.de
RWE Effizienz GmbH
www.rwe.com
BMW
www.bmw.de
envia Mitteldeutsche Energie AG
www.enviam.de

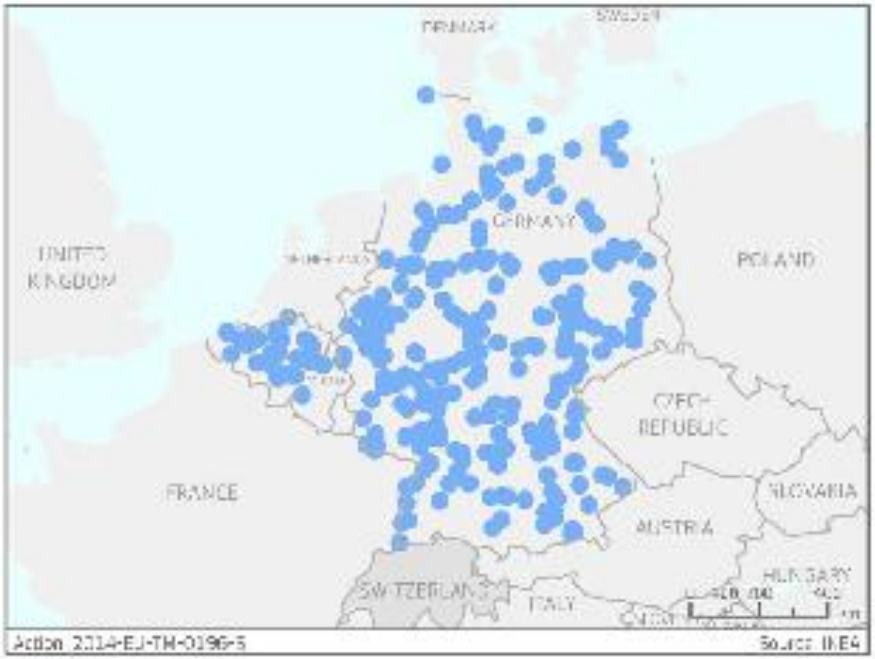
Additional information:

European Commission
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)

Fast-E (DE/BE)

2014-EU-TM-0196-S



While surrounding countries such as The Netherlands, Denmark, France, and Austria are developing electric vehicle (EV) markets, the markets in Germany and Belgium are lagging behind. This Action will conduct a study with integrated pilot, in view of future roll-out. It will deploy 241 multi-standard fast chargers in Germany and 37 in Belgium. This represents less than 3% of the estimated needed infrastructure by 2020, in Germany. The Action is located on several TEN-T corridors (North Sea-Mediterranean, Orient-East Med, Scandinavian-Mediterranean, Rhine-Alpine, North Sea-Baltic corridors, etc).

It is complemented by a twin application, FAST-E (CZ/SK) which will deploy 29 fast chargers locations in the Czech Republic and Slovakia, on corridors connecting to Germany. An innovative open source ICT-platform across the entire EV value chain will facilitate integrated end-to-end EV services, available to all market participants.

NordicWay

2014-EU-TA-0060-S

Connecting Europe Facility
TRANSPORT

Member States involved:

Denmark, Finland, Sweden

Implementation schedule
Start date: January 2015
End date: December 2017

Budget:

Estimated total cost of the action:
€5,200,000

Maximum EU contribution:
€2,600,000

Percentage of EU support: 50%

Beneficiaries & implementing bodies:
Finnish Transport Agency (project coordinator)
www.liikennevirasto.fi

Additional information:

European Commission
http://ec.europa.eu/transport

Innovation and Networks Executive Agency (INEA)
http://ec.europa.eu/inea

The proposed action, NordicWay, is a pre-deployment pilot of Cooperative ITS (CITS) services in four countries (Finland, Sweden, Norway and Denmark) which will be followed by wide-scale deployment and potentially to be scaled up to Europe.

NordicWay has the potential to improve safety, efficiency and comfort of mobility and connect road transport with other modes. NordicWay is the first large-scale pilot using cellular communication (3G and LTE/4G) for C-ITS. It offers continuous interoperable services to the users with roaming between different mobile networks and cross-border, offering C-ITS services across all participating countries.

NordicWay puts emphasis on building a sustainable business model on the large investment of the public sector on the priority services of the ITS Directive.

NordicWay is fully based on European standards and will act as the last mile between C-ITS research and development and wide-scale deployment.

Thank you for your attention

Herald Ruijters
DG MOVE.B1