



# **Rhine-Alpine Core Network Corridor from the IWW perspective**

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**CCNR Round Table, Strasbourg, 2 March 2016**



# Content

- The Rhine-Alpine core network corridor
- IWW in the corridor
- Funding aspects



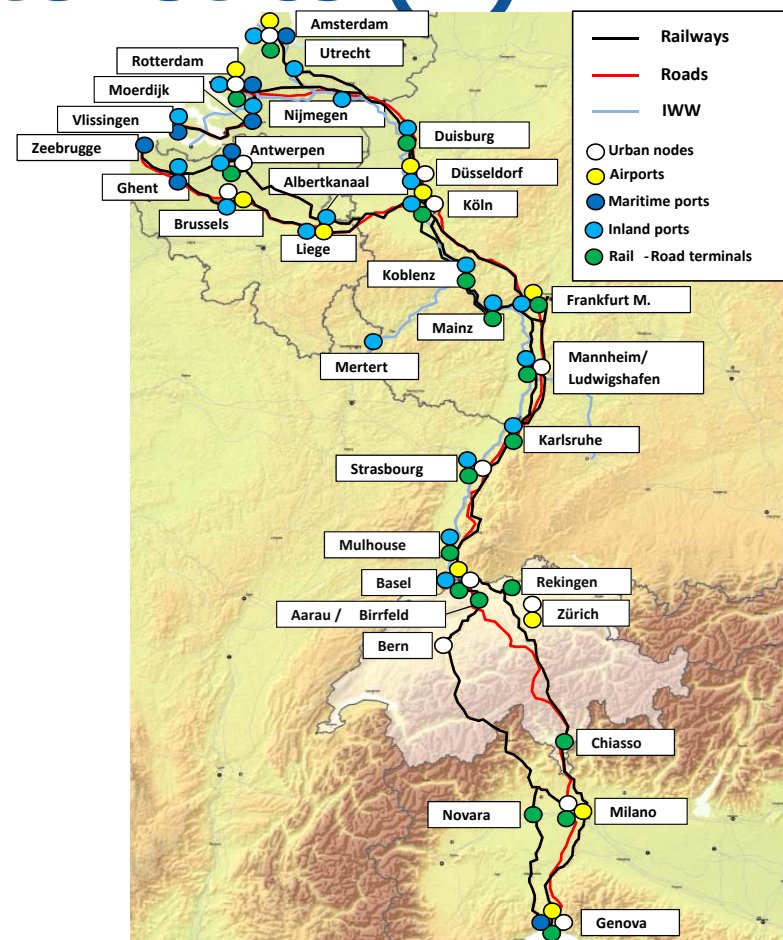
# The Rhine-Alpine Core Network Corridor

CCNR Round Table, Strasbourg, 2 March 2016



## Corridor characteristics (1)

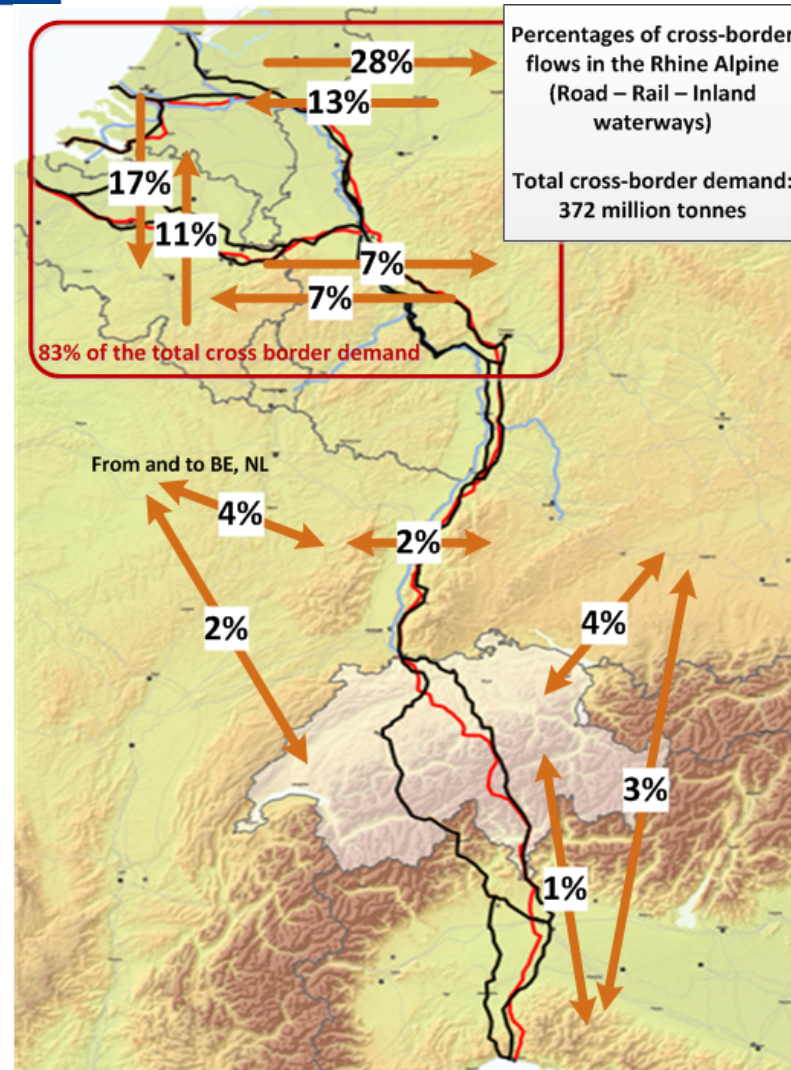
- *5 Member States and Switzerland*
- *13 urban nodes*
- *11 airports*
- *8 seaports*
- *22 inland ports*
- *20 Rail-Road Terminals*





## Corridor characteristics(2)

- Over 1 billion tonnes of freight transported annually
- Corridor regions generate 19% of EU's GDP
- Corridor catchment area covers 13% of EU's population
- Presence of major industrial centres: chemical, pharmaceutical, steel, automobile, energy,...





## Corridor process in 2014 - 2015

- **4 Corridor Forum meetings** with gradually increasing number of stakeholders
- **2 working group meetings** (IWW/Ports, Regions)
- Several **bilateral meetings and missions** along the corridor by the former and the new European Coordinator
- Corridor meeting during the **TEN-T Days** in Riga in June 2015: presentation of the corridor work plan to a wider audience



## Main outputs so far

- ✓ **Corridor study** with detailed analysis of the corridor, including a multi-modal transport market study
- ✓ **TENtec maps** illustrating compliance of corridor infrastructure with TEN-T standards
- ✓ **List of projects** planned to be implemented along the corridor by 2030

...which led to:

- ✓ A **corridor work plan** presented by the European Coordinator and unanimously **approved by all MS** in May 2015





## Corridor work plan: agreed priorities

1. Improving **compliance with certain TEN-T requirements**, mostly for rail and IWW
2. Implementing the large **rail cross-border projects**
3. Investing in **ERTMS** along the corridor (currently 12% rate of deployment)
4. Reduce **external effects of transport**, in particular the rail noise pollution
5. Promote **innovative solutions** (RIS, ITS, deployment of LNG infrastructure)
6. Finally **maintain existing infrastructure in good condition**, in particular road and inland waterways



## Planning 2015 – 2016

- Organization of two **Forum meetings** in 2015 and three in 2016 with a view of the first revision of the work plan
- Definition of **key performance indicators** (KPI)
- Further development of the **project list** on the basis of KPIs
- Resulting in a **full appraisal of the corridor** and related projects and in the **1<sup>st</sup> draft update of the corridor work plan** in June 2016 (TEN-T Days)
- **Approval of the updated work plan** by the Member<sub>10</sub> States



## Planning 2017 - 2018

- Organization of two **Forum meetings** in 2017 and three in 2018 with a view to the second revision of the work plan
- Further work on the **project list**: missing projects to complete corridor, identification of projects suitable for IFI's,...
- Deepening of **corridor study**:
- ✓ Plan for the removal of physical, technical and administrative barriers
- ✓ Analysis of the nodes
- ✓ Analysis of the corridor's potential for innovation deployment, its possible impact on climate change / GHG...
- ✓ Reassessing market analysis on the basis of new data
- ✓ **2<sup>nd</sup> update in 2018: Full corridor work plan** in accordance with Article 47.1 (TEN-T Regulation)



# **IWW in the corridor**

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## Corridor characteristics - IWW

- **Rhine, Moselle, Neckar**
- **IWW have a share of 25% of the total length of the corridor (rail – 49%, road – 26%)**
- **54% of freight in cross-border traffic is transported by IWW (road – 34%, rail – 12%)**



# Compliance with IWW criteria (1)

- **High compliance rate with TEN-T criteria:**
  - ✓ CEMT Class IV – 100% compliant
  - ✓ Minimum draught of 2,5 meters – 82% compliant
  - ✓ Minimum height under bridges of 5,25 meters – 97% compliant
  - ✓ RIS deployment
  - ✓ Availability of alternative fuels
- **Main issues identified in the work plan:**
  - ✓ Insufficient minimum draught on the Upper Rhine in Germany
  - ✓ Insufficient minimum height under bridges in Switzerland
  - ✓ Insufficient lock capacity on Neckar and Moselle
  - ✓ Deployment of RIS and LNG infrastructure



## IWW in the corridor by 2030

	Relative growth (2010-2030) <u>Without</u> TEN-T interventions	Relative growth (2010-2030) <u>With</u> TEN-T interventions
<b>Road</b>	40%	36%
<b>Rail</b>	41%	55%
<b>IWW</b>	39%	41%



# Funding of projects

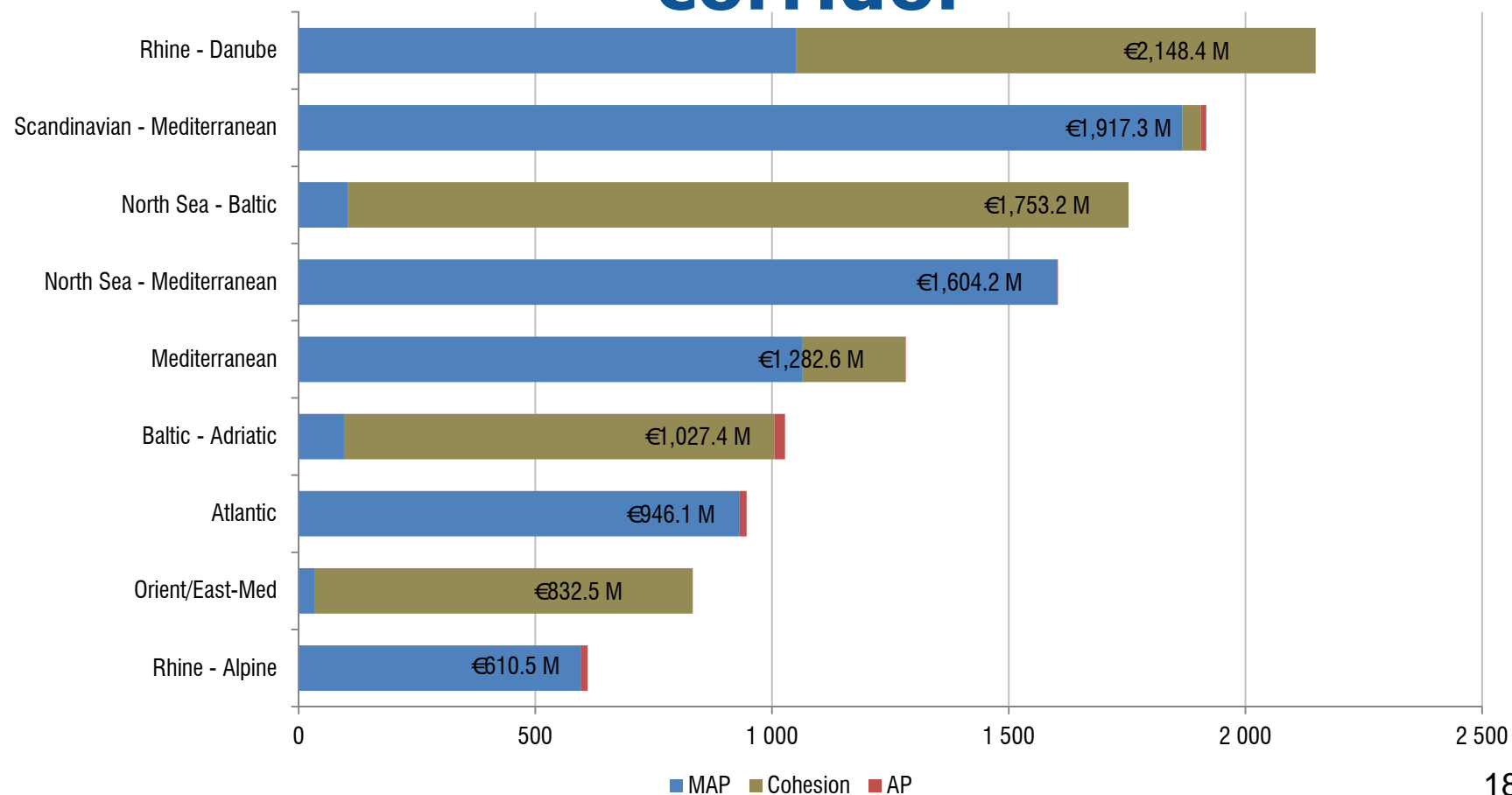
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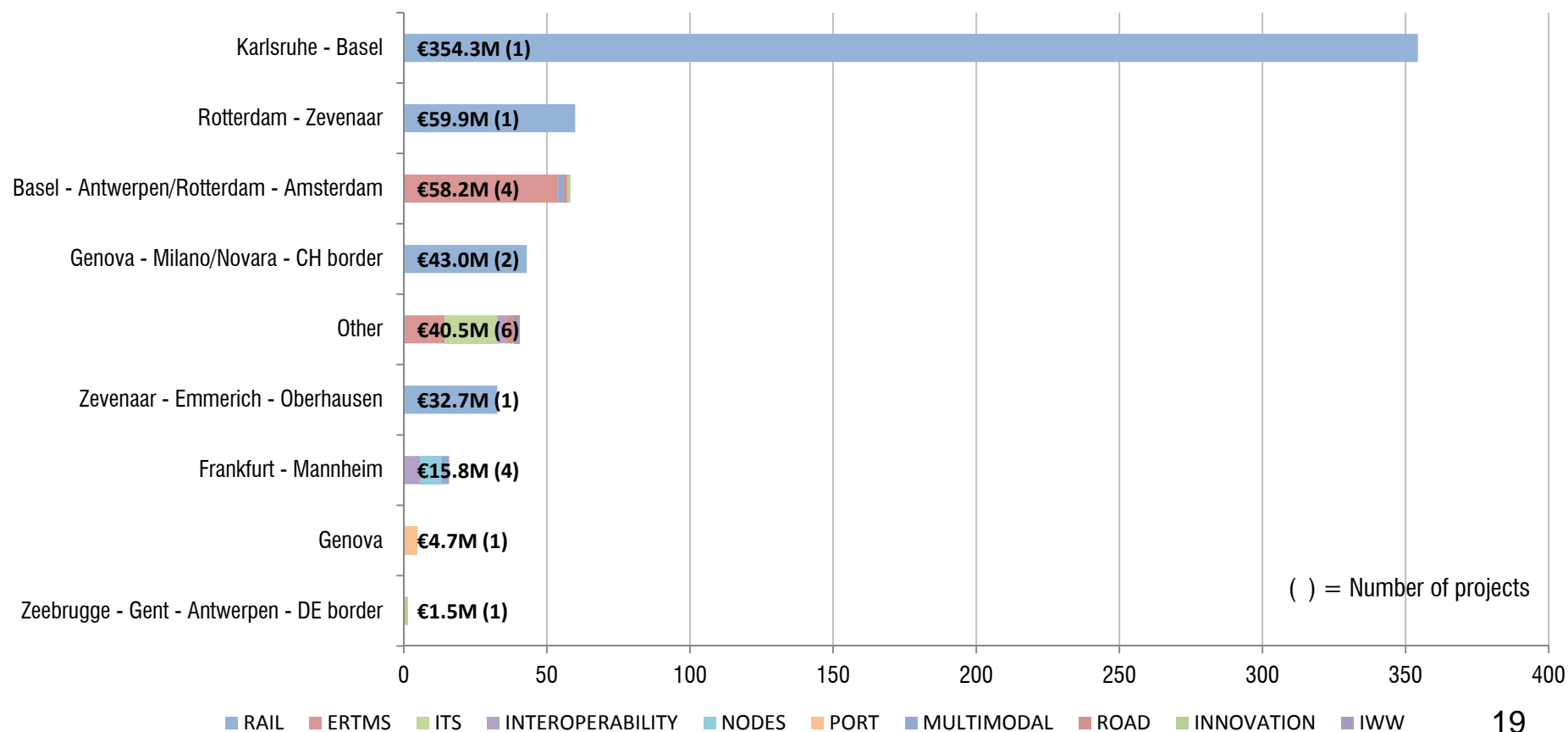
## High investment needs

- **175 projects** (including 30 in Switzerland) have been identified which would be needed for the development of the Rhine-Alpine Corridor until 2030 (**of which 38 projects concerning IWW**)
- Estimated total volume of investments of around **60 billion EUR by 2030** (**of which close to 6 billion EUR of IWW projects**)
- First CEF Call provided some **610 million EUR** of funding (**of which 5 million EUR for IWW projects**)

# Recommended CEF 2014 funding per corridor



# Rhine - Alpine CEF 2014 funding per section/mode





# CEF Call 2014 - IWW projects on the Rhine-Alpine corridor

- Pilot implementation of an Upper Rhine traffic management platform – *~1 million EUR co-funding (50%)*
- Safeguarding and adaptation of waterway access to the Rhine-Alpine and North Sea-Baltic corridors from the port of Cologne - *~2 million EUR co-funding (20%)*
- New Multimodal Terminal of the Port of Strasbourg/Lauterbourg site - *~2 million EUR co-funding (20%)*





# CEF Call 2015

- **1.1 bln euro available under General envelope**
- **Most of the funding reserved for SESAR (515 million euro) and ERTMS (200 million euro)**
- **60 million euro for innovation**
  - ✓ Including alternative fuels in IWW sector
- **10 million euro for RIS**
  - ✓ Objective: to deploy harmonised RIS (on-board and land-based) components to support traffic and transport management in inland navigation
  - ✓ Co-funding rate up to 50% for land-based components and 20% for on-board components
- **More information: *inea-cef-transport-calls@ec.europa.eu***



**Thank you!**