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Twente



Implementation of the new TEN-T framework so far

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The North Sea Baltics Corridor

- NBC crosses 8 Member States and covers four modalities
- Crosses a.o. the Dutch-German border region EUREGIO

North-Sea-Baltic Corridor



- Importance of border regions in the development of the corridors



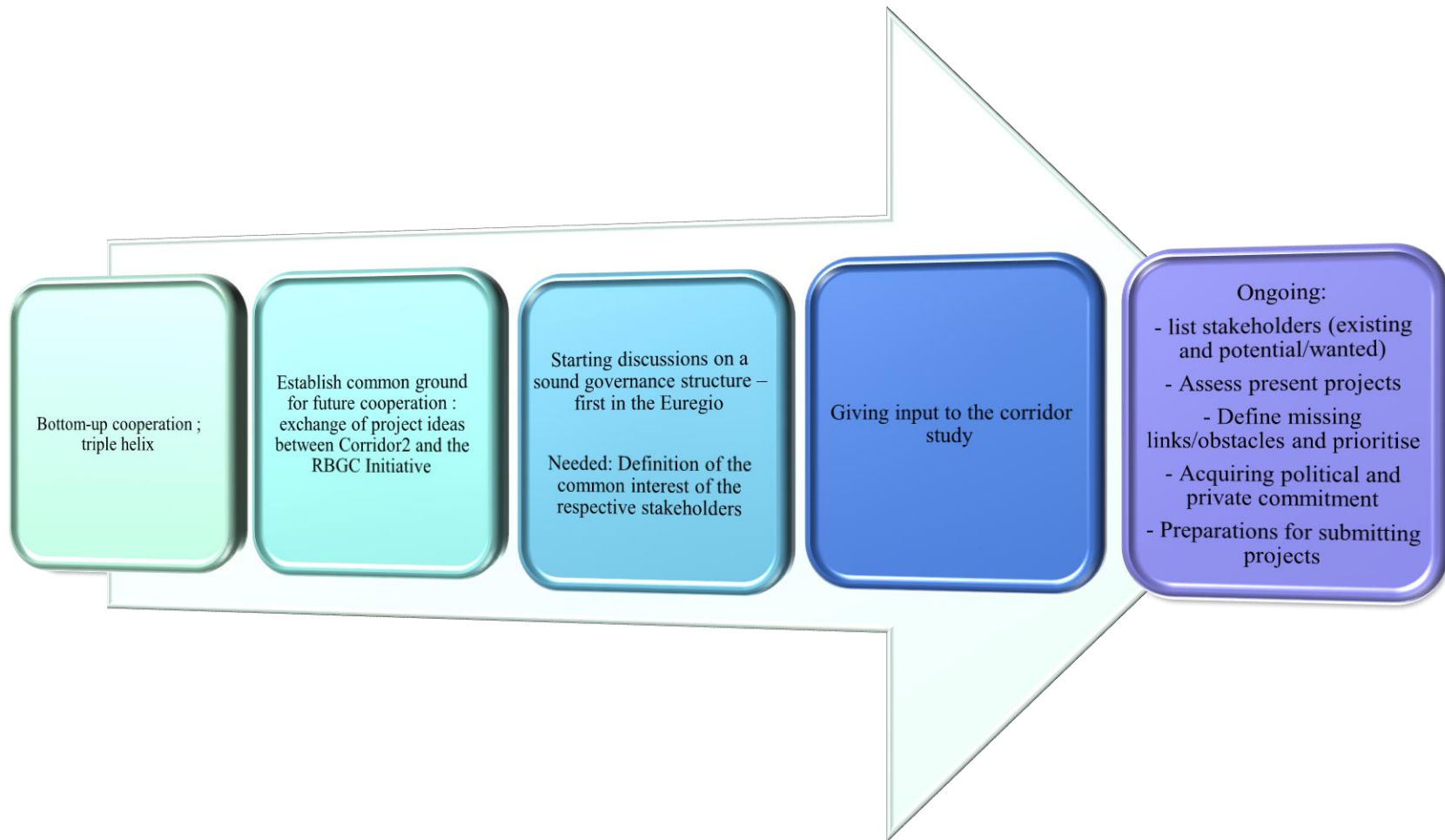
The North Sea Baltics Corridor

- Multimodal approach
- Projects and policies contributing to the *Europe 2020* goals: Smart, Green and Inclusive growth
- *Triple helix* cooperation: governments, enterprises, knowledge institutions
- An effective governance structure





What has happened so far?





Corridor study and corridor work plan

- Proximare Consortium conducts study for NBC
- International consortium consisting of experts in the fields of multimodal transport planning, engineering, law and stakeholder relations: bottom-up approach
- EU coordinator Pavel Telicka; Advisor DGM Move James Pond
- Provide input for the study and future corridor programme (the corridor management plan)





- Preparations for submitting projects for the next calls for proposals (CEF, cohesion funds, Interreg, Horizon 2020).
- Creating a governance structure (a workable *lean and mean* management structure with a clear steering instrument)
- Delivering input to the corridor study (a.o. stakeholder inventarisation, bottleneck analysis) /- programme and forum
- Use the corridor for the enhancement of the Euregional economic performance as a well-balanced green knowledge regio



CEF: Pre-identified projects

Helsinki - Tallinn	Ports, MoS	port interconnections, (further) development of multimodal platforms and their interconnections, icebreaking capacity, MoS
Tallinn - Riga - Kaunas - Warszawa	Rail	(detailed) studies for new UIC gauge fully interoperable line; works for new line to start before 2020; upgrading and new line on PL territory; rail – airports/ports interconnections, rail-road terminals, MoS
Ventspils – Riga	Rail	Upgrading, port interconnections, MoS
Klaipeda – Kaunas	Rail	Upgrading, port interconnections, MoS
Kaunas – Vilnius	Rail	Upgrading, airports interconnections, rail-road terminals
Via Baltica Corridor	Road	works for cross-border sections (EE, LV, LT, PL)
BY border - Warszawa - Poznań - DE border	Rail	works on existing line, studies for high speed rail
PL Border - Berlin - Hannover - Amsterdam/Rotterdam	Rail	studies and upgrading of several sections (Amsterdam – Utrecht – Arnhem; Hannover – Berlin)
Wilhelmshaven - Bremerhaven - Bremen	Rail	Studies and works
Berlin - Magdeburg – Hannover, Mittellandkanal, West-German Canals, Rhine, Waal, Noordzeekanaal, IJssel, Twentekanaal	IWW	studies, works for better navigability and upgrading waterways and locks
Amsterdam locks & Amsterdam - Rijnkanaal	IWW	locks studies ongoing; port: interconnections (studies and works, including Beatrix lock upgrade)



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Project development - finding common interests

- Measures to make better use of the existing capacity
- Mobility management and innovation
- Cities-port connections
- Cross border issues
- City planning/city logistics
- Intermodality



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Challenges

- Need to prioritize and focus

- Cities as *urban nodes* are the backbone of TEN-T
- Cities are responsible for the *first and last mile*

Role of cities

- Environmental impact
- Spatial embedding of infrastructure
- Level playing field
- Urban logistics
- Public transport

Launching customer for innovations



HOW DO CITIES CONTRIBUTE TO THE
SUCCESS OF TEN-T ?

HOW TO SECURE CITIES' ROLE IN THE
DEVELOPMENT OF THE CORRIDOR ?