



Action Plan

2019/20 –2022

Interregional Alliance for the Rhine-Alpine Corridor EGTC

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1. Introduction of the EGTC

The main objective of the European Grouping of Territorial Cooperation „Interregional Alliance for the Rhine-Alpine Corridor EGTC” is to facilitate and promote the cooperation among its members and to jointly strengthen and coordinate the integrated development of the multimodal Rhine-Alpine Corridor from the regional and local perspective.

The objectives and tasks of the EGTC as defined in the Convention are:

- Combining and focusing the joint interests of its members towards national, European and infrastructure institutions
- Evolution of the joint development strategy for the multimodal Rhine-Alpine Corridor
- Directing funds to Corridor related activities and projects
- Providing a central platform for mutual information, exchange of experience and encounter
- Improving the visibility and promotion of the Corridor

The EGTC enables the regions, cities and other stakeholders of the Rhine-Alpine Corridor to continue their cooperation, to speak with one voice and to keep on developing the Corridor jointly!



The Interregional Alliance for the Rhine-Alpine Corridor EGTC was officially founded on 24 April 2015 in Mannheim. 24 members from all 6 countries of the Rhine-Alpine Corridor are currently members of the EGTC – local and regional authorities as well as maritime and inland port authorities.

2. One Corridor – One Strategy!

We identified main challenges in the development of the Rhine-Alpine Corridor and derived our joint strategy from these:

- International competitiveness requires
 - Effective use of capacity
 - Investing in sufficient and reliable infrastructure on a European level
- Priorities in financing
 - Not enough public money available to be able to finance all the desired projects
- Development potential
 - Landscape and settlement development needs to be coordinated with transport infrastructure and service

Our joint strategy “One Corridor – One Strategy” focuses on five development priorities:

1. Optimise the network, procedures and the cooperation of key players
2. Raise capacity
3. Repair spaces and ensure sustainability
4. Accelerate speed
5. Ensure acceptance



3. From the Strategy to an Action Plan

In November 2018, the EGTC members agreed to develop a mid-term Action Plan for the next three years, focusing on selected topics. These topics are:

- Cross-border issues
- Resilience of the Corridor
- Green Corridor
- Smart Mobility / Digitalisation
- Noise Reduction
- Communication

In January 2019, the members agreed to establish thematic focus groups for the selected 6 topics to focus on in the next years.

For each of the 6 topics a “thematic dossier” was elaborated, presenting:

- Short description of the topic
- Problems
- Goals
- Role of the EGTC
- Best practice
- Solutions/Suggestions
- Schedule for EGTC Action Plan

The results per thematic group are described in the following chapter. The defined activities are further summarized in a matrix in annex 1. A short slide presentation of the Action Plan is enclosed in annex 2.

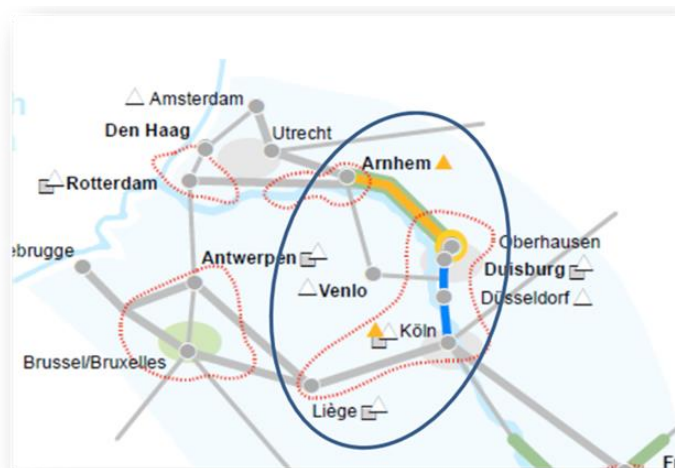
4. Thematic Focus Groups

4.1. Cross-Border Issues

Leader: Provincie Gelderland

The scope of the cross border issues can be very broad. We therefore focus on:

- Missing transport links: focus on rail (2019-2022), and if necessary waterways and roads bottlenecks
- Quality of Cross border infrastructure: same quality of operation and infrastructure in all the border sections of the Rhine-Alpine Corridor (using the Key Performance Indicators as developed by the European Commission / coordinator Rhine-Alpine)
- Interoperability:
Harmonization of rules and techniques, data and way of measuring.
Harmonization of road-toll collection systems, cross-border (intermodal) information systems, digital solutions to ease cross-border cooperation in transport



Aims and Role of the EGTC

- Provide an overview of cross border issues from a more holistic approach and identify concrete examples / list of missing links, quality of the network issues, and cross border issues.

- Cross-border issues are not simply identifiable in infrastructures missing links, the EGTC could work on possible measures that stands behind, as frame. Starting point could be the already existing cross-border strategies as best practices to be transferred and capitalized. Cross-borders issues are not the same ones everywhere and in those strategies relevant issues are already faced.
- Building connections with other Corridors and considering existing Cross-border initiatives (e.g. EUSALP to “improve cross-border cooperation in the Alpine States as well as identifying common goals and implementing them more effectively through transnational collaboration”) (<https://www.alpine-region.eu/projects/arpaf-cross-border>)
- Intermediate role towards Member States, to raise awareness on the identified bottlenecks and their impact (in euro, on competitiveness of the region etc.). Influencing the Member States seems like a logical first step, if we want to get EU support.
- Lobby to European Commission and other institutions about solving cross border issues on the Rhine-Alpine Corridor and in the whole network.

Activities

| Activity | Schedule |
|--|---------------------------|
| Providing a concise overview of cross-border issues on the Rhine-Alpine Corridor, based upon and using existing surveys of the EU, Corridor work plan, of: <ul style="list-style-type: none"> ○ Missing links especially Cross-border rail bottlenecks. ○ Connections with other Corridors and existing cross border initiatives ○ Quality of network (using Key Performance Indicators of the European Commission) | 2019 2019-2020 2020 |
| Develop a strategy towards the TEN-T revision exercise in 2023 (or possibly already 2021). | 2019 |
| Developing lobby – message for EGTC on cross border issues | 2019 |
| Exploring possibilities for Rhine-Alpine cross border projects in | 2020-2021 |

| | |
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| EU-programmes, such as INTERREG framework and TEN-T-Connecting Europe Facility program | |
| Approach project opportunities | 2020-2022 |

Key messages

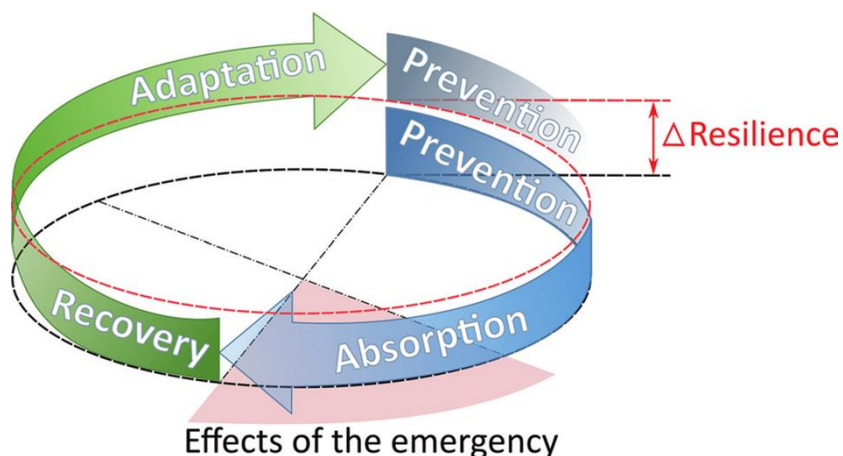
- Streamlining rail transport services
- Interregional cooperation for a multimodal Corridor
- Permanent cooperation among the regions
- Remove bottlenecks
- Cross the border – strengthen the Corridor
- Mind the gap – see cross-border potentials
- Bridge the Rhine – upgrade Europe’s core region

4.2. Resilience

Leader: Regione Liguria

For Corridors representing the triad of transport, settlement and open space, resilience aims at coping with the impacts of unexpected events and to prevent them as much as possible. In other words, resilience is – besides the optimal case of prevention – the ability to repair oneself after damage, to cope, to resist, but also to build and succeed in reorganizing our lives positively, despite difficult situations that make us think of a negative outcome.

There’s another, actually linked, resilience approach that EGTC has to further deepen, It means the environmental / climate change resilience (e.g. the low water situation on the Rhine).



As well as described in the EGTC Position Paper “[Recommendations in consequence of the Rastatt Tunnel incident](#)” 2.0 in which the EGTC has described in extensor the need for action to prevent similar situations, the key problems identified are:

- The closure of only a small stretch of railway line, as occurred during the Rastatt incident, leads to enormous consequences to the entire and interdependent Corridor. So, we have to identify and solve weak-point also in a performing section.
- A lack of communication (“temporary bottleneck”) generates suffering along the entire logistics chain.
- The network resilience could be helped by info-mobility and interoperability
- National technical and staff requirements with divergent standards proved to be an obstacle for seamless international transport.

So, an improved Corridor wider coordination of infrastructures works and management is necessary. This includes the timely information on planned line closures or restrictions.

A comprehensive risk analysis for the Corridor concerning main and alternative routes, involving all relevant logistics stakeholders, has to be implemented.

Aims and Role of the EGTC

The thematic focus group “Resilience” argues that resilience needs to be addressed towards EU and national institutions (Commission, Coordinators, ministries etc.), intends to target different modes of transport and argues that external knowledge -

catalyzation effect of involving research centres (facilitating role) or other think-bodies – is useful in order to cover some of the upcoming issues and innovative approaches. At the bottom of such a working group, conferences at EU- or subsequent levels may improve knowledge transfer and a mutual exchange of opinions and think patterns. EU- or alternatively funded projects may result from this or other partnerships as well.

Activities

To put forward resilience on the agenda and to generate relevant knowledge, the group pursues the following goals:

| Activity | Schedule |
|--|---|
| Intensify contacts to relevant stakeholders, in particular authorities in charge of roads, railways and waterways | 2020-2021 |
| Promoting the methodology of a predictive approach <ul style="list-style-type: none">○ To attend events stressing the EGTC's interest and suggestions towards resilience on both the infrastructural (e.g. Transport Logistic 2020) and environmental side○ To devote a specific panel in the next EGTC Conference to resilience issue○ To stress H2020 and/or CEF project towards block chain, IoT, robotics applied to network resilience, early detection systems | 2020-2022 2020 2020-2022 |

| | |
|--|---|
| <p>Gathering insights on state-of-play in terms of technological innovations</p> <ul style="list-style-type: none"> ○ In each member-regional-area and each MS, contacts to highway and railway Managers as well as to coordinative agencies about their current and expected “resilience plan” ○ To give an assignment to collect best-studies and best-practices about Resilience ○ To create cross-fertilization between EGTC and EUSALP and other coordinative structures about resilience issue and to link the group’s activities to local competence centers | <p>2020</p> <p>2021</p> <p>2020-2021</p> |
| <p>Drafting a short Guideline about the focused resilience on RhAlp-Corridor</p> | <p>2021</p> |

Key messages

- Building stronger connection points
- Vital nodes boosting connectivity
- Early detection and monitoring
- Integrate and innovate for a better transport future
- The economy rides on the back of the logistics sector
- Raise awareness of infrastructural bottlenecks
- Keep traffic flowing

4.3. Green Corridor

Leader: Provincie Zuid-Holland

The necessity of greening multimodal transport along Corridors is widely understood. The Paris agreement, the ambitions of ports of Antwerp, Duisburg, Genoa and Rotterdam in reducing CO2 and the use of energy, the results of European projects as Clean Inland Shipping CLINSH, as well as all the

governmental agreements on climate change give us the obligation to work on a greener Corridor Rhine Alpine.

As we all know, the Corridor Rhine Alpine has the biggest volume of transportation of goods in European Ten-T network. The impact and visibility of coordinated actions of our partners to green this Corridor will be big!

Aims and Role of the EGTC

Ambition: towards a joint strategy for zero-emission on the Rhine Alpine Corridor. This will be our license to operate!

Aims are to improve:

1. the use of train- and inland waterway transport,
2. the availability of re-usable fuels like hydrogen,
3. setting a standard for zero-emission in all our projects and therefore
4. reducing environmental and climate impact together with increasing safety & efficiency.

Accordingly the EGTC supports all kind of efforts both towards zero-emission transport and increasing modal shift with its implicit effect on decarbonization.



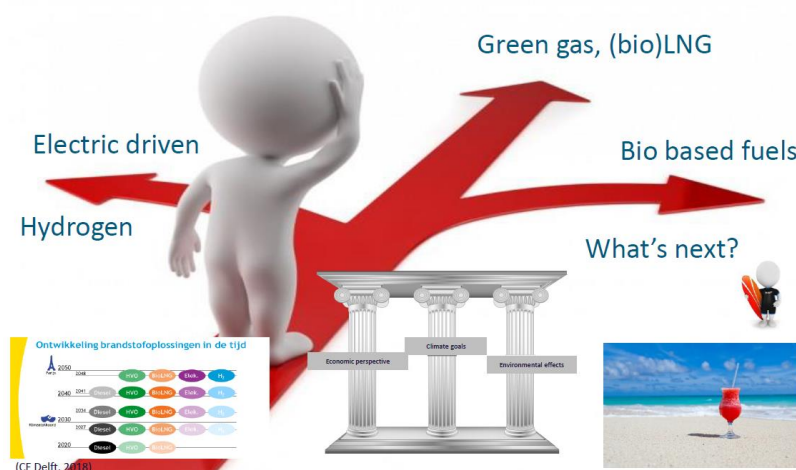
Activities

The activities of the working group will be organized along promising project approaches, which are either pursued and organized by some of the members or for which the EGTC will prepare applications for funding in various programmes.

| Activity | Schedule |
|---|-----------|
| Clean Energy Hubs – Project implementation | 2019-2025 |
| Clean inland shipping: Onshore power supply | 2019-2022 |
| Modal shift study | 2019-2020 |
| RH2INE | 2019-2022 |

Clean Energy Hubs: The purpose of the program Clean-Energy-Hubs is to achieve in the Netherlands a network of sustainable fuels, including biofuels, electricity and green gas, LNG and hydrogen. It aims for a network of at least 100 Clean Energy Hubs in the Netherlands in 2025. The Dutch provinces and the national government participate in this program.

We could scale this up to the Corridor. The Clean-Energy-Hubs-program in the Netherlands can be a pilot for the rest of the Corridor. The idea is to share the Dutch experience and scientific knowledge based on research with the members of the Corridor.



Clean inland shipping: Onshore power supply: In inland ports there are often no charging points for inland waterway vessels on private quays. So inland vessels use diesel generators. Within the project of CLINSH we started In Gent (BE) and Nijmegen (NL) pilots for 'onshore power supply' (OPS). The goal is to get private

parties to invest in OPS as a service (for household electricity on the vessel, not for sailing).

Truck parking (regarding freight transport along the Corridor): Exploiting safe, secure and clean truck parking along the Corridor is a commercial activity with players from all over Europe. But undesirable or bad situations must be addressed at national/regional level. Competences of authorities stop at the national borders. In the Netherlands national and regional partners successfully applied for CEF funding receive a European subsidy of about €4 million. These truckparking facilities are in Venlo (James Cookweg), Dordrecht (Dordtse Kil 4), Rotterdam (Maasvlakte Plaza) and Asten.. Further an EU study 'on Safe and Secure Parkings' is recently published.

Modal shift study: The efficiency of road transport and the reduction of its impact on environment are the main topics of a green Corridor, but the characteristics of green Corridors also include integrated logistics concepts with optimal utilization of all transport modes (co-modality), with railroads, inland waterways, modular road trains, technologically advanced trucks and other ICT/ITS solutions available.

In terms of improving the effectiveness of green Corridors, that means realise a wider concept of sustainability and green transport. The topics of research could be:

- develop measures to improve a more save and clean usage of transport infrastructure, e.g. hydroelectric or photovoltaic energy for rail infrastructure;
- revise drivers' driving behaviors, using technologies that help drivers and fleet managers to improve fuel efficiency promote the systematic exchange of information between national authorities to enable the uniform enforcement of common legislation.
- The various regulatory hick-ups to be tackled to stimulate the usage of rail freight along the Corridor.

'Rh2ine' in Green Corridor The Rhine Hydrogen Integration Network of Excellence (RH2INE) is an initiative of the Ministry of Infrastructure, Public Works and Water Management, the European Hydrogen Association, the Province of Zuid-Holland and North Rhine-Westphalia to make a substantial contribution to the climate targets set and to provide a framework for the economic interests of the connected EU regions along the European goods Corridors. RH2INE works towards a network organisation of public parties, the business community and knowledge institutions.

. RH2INE focuses on the application of hydrogen, for heavy goods vehicle transport and inland shipping, by putting things on the agenda, connecting, stimulating, accelerating, eliminating obstacles, making clear, focusing energy and technique, helping to realise impact. RH2INE focuses on the Rhine-Alpine Ten-T Corridor and a kick-start in Q3 2019.



Key messages

- Creating a level playing field for all modes
- Modal shift, mutual benefit
- More capacity, faster flows
- Going green to cut carbon
- Support sustainable regional development

4.4. Smart Mobility / Digitalisation

Leader: EGTC Office

Smart mobility is built on the following principles:

- Flexibility: Multiple modes of transportation allow choosing which ones work best for a given situation and for dynamically changing needs.
- Efficiency: The trip gets travelers or goods to their destination with minimal disruption and in as little time as possible.
- Integration: The full route is planned door-to-door, regardless of which modes of transportation are used.
- Clean Technology: Transportation moves towards the use of zero-emission vehicles
- Safety: Fatalities and injuries are drastically reduced.

Smart mobility can be defined as a way to move people and goods, based on detected needs (data & knowledge driven mobility) and using new technology that is

faster, cleaner, more accessible and less expensive than traditional options. It is about striving towards frictionless, automated and personalised travel on-demand.

Intelligent infrastructures are required that are able to process the vast amount of information collected in real time and provide the most effective transportation services to businesses and citizens alike. Digitalization and technological innovations such as remote sensing, advanced analytics, automated operations, crowdsourcing and integrated scheduling and control are key drivers.

Aims and Role of the EGTC

According to the role of the members of the EGTC, its focus will be on **freight transport and public transport related issues**.

Digitalization and innovative services for freight transport: With the role of EGTC members in promotion of business development the EGTC may take a coordinative and facilitating role, supporting promising developments, approaches / consortia and their initiatives, which would require a proper network with the technological community.

Innovative technologies and modernization of infrastructure: Support members in their efforts to realize modern infrastructure and to maximize their benefits by coordinated activities.

Information systems and platforms for passenger (public) transport: Sharing information within the EGTC-network will be key role of EGTC.

Knowledge and awareness on rapid developments – opportunities and synergies: Monitoring innovation, sharing information within the EGTC-network in order to create synergies and identify opportunities for future funding projects. Lobbying and promoting.

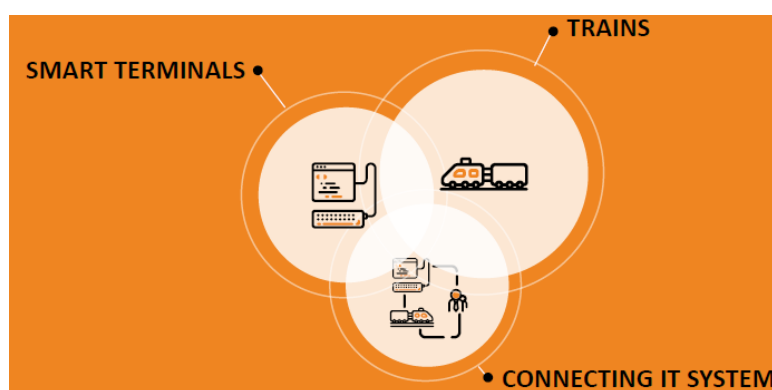
Activities

| Activity | Schedule |
|--|------------------|
| Implementation of the FENIX project (CEF) | 2019-2021 |
| Prepare project application (CEF) ERFLS 2 Intercity System for Cargo | 2020 |

| | |
|---|-----------|
| Implementation of ERFLS 2 Intercity System for Cargo | 2021-2022 |
| Expert workshop on best practice for integrated ticketing platforms | 2020 |
| Expert workshop “Knowledge and awareness on rapid developments – opportunities and synergies” | 2020 |

Digitalization and innovative services for freight transport: A first concrete activity is the participation of the EGTC and its members Uniontrasporti, Regione Liguria, Piemonte and Lombardia in the FENIX project. The role of the EGTC and its members in the FENIX project comprises coordination and communication of pilot activities along the Rhine – Alpine Corridor. The FENIX project will run September 2019 – August 2022, budget provided by project partners with 50% CEF funding.

Innovative technologies and modernization of infrastructure: ERFLS 2 Intercity System for Rail Cargo as an ongoing topic in expert committee to develop project initiatives for various funding programs.



Information systems and platforms for passenger (public) transport: Specific for the MaaS-approach in the second and last year of the pilot in 2019, there will be room for recommendations. One of them could be experimenting in 2020 with integrating international train tickets and tickets for airplanes, above the local/regional buses and regional/ national trains. These best practice examples could be the focus point used for an expert committee meeting to explore the future possibilities, also going beyond considering platforms in general to establish an

inventory of available platforms and standards used in on the logistic terminals on the Corridor.

Knowledge and awareness on rapid developments – opportunities and synergies: Expert committee meeting with invited speakers, results to be considered in planning for future Corridor conferences. Invitees for seeking connection to already available European standardization initiatives in MaaS, ETSI, DATEX II (via ERTICO/FENIX) and the European Commission Rolling Plan 2019. Developing a position paper.

Key messages

- Smart data, smooth transport
- User Centered Mobility
- Modal shift, mutual benefit
- A smart Corridor to boost local projects
- More capacity, faster flows
- Matching loads with capacity

4.5. Noise reduction

Leader: NN / vacant

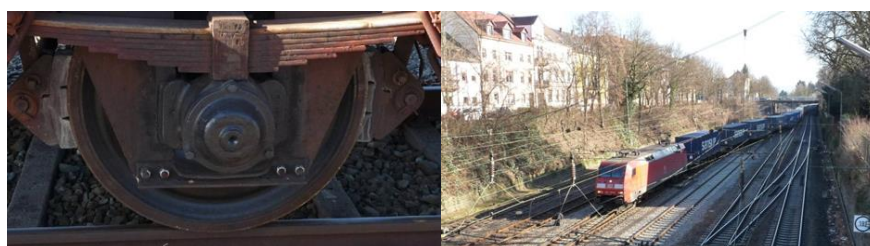
Noise is one of the biggest challenges for a sustainable development of Europe's urban areas. This also affects the noise pollution from rail traffic. According to estimates by the European Environment Agency, around 20 million people in the EU are affected by daily rail noise which is classified as a risk for health. It is not just about hearing loss or sleep disorders, but also about stress and serious risk factors as highly blood pressure and circulatory diseases. The impact of rail noise is not just limited to health issues but also concerns economic criteria such as reducing the attractiveness of regions for tourism and economic investment or the decline in property values. As a result, citizen's critically consider railway infrastructure projects. Citizen initiatives are founded and resistance arises, leading to delays or abandonment of infrastructure projects. Furthermore, freight terminals where intermodal units are transferred from road to rail have an impact on roadside traffic

in the surrounding area. The increase in road traffic, especially in truck traffic is perceived as a serious noise pollution.

Because the Rhine-Alpine Corridor is one of the main rail transport axes in Europe with a high train frequency and predicted increasing number of trains in the future, to deal with noise is a big challenge for every partner in the EGTC.

Aims and Role of the EGTC

1. Reducing negative effects of rail traffic and ensuring a better protection of citizens against rail noise by initiating
 - o Optimization of infrastructure planning from a noise perspective and
 - o Securing the implementation of state of the art protection measures in infrastructure projects along their territory.
2. Acting as the voice of the Corridor to lobby for the concerns of the population and to advocate for consideration of noise issues at all levels.
3. Creating more acceptance from the citizens of rail infrastructure projects by education about latest achievements in noise protection.



Activities

According to the role of the EGTC it is three main lines of actions to be pursued, complemented by accompanying activities to identify funding opportunities.

| Activity | Schedule |
|--|----------------|
| Gathering most updated information about state of the art in noise protection technology and planning options and sharing such information among the members | 2020 |
| Consequent action towards all policy levels and responsible infrastructure organisations to consider noise issues as a top priority and secure maximum protection. | ongoing |

| | |
|--|--|
| Communication campaigns addressed to general public about new technologies and investment implemented by railway infrastructure managers to reduce noise to foster the acceptance of railway development | Plan 2020 Implementation 2021 |
| Exploring funding options for any activities supporting the 3 main actions mentioned above will be an ongoing task for the members of the working group. | ongoing |

Key messages

- Listen to the Corridor
- Less noise, more acceptance
- Fight noise along the route

4.6. Communication

Leader: Regione Piemonte & EGTC Communication Manager

Improving the visibility and promotion of the Corridor is one of the main aims of the EGTC and is agreed in its Joint Strategy. The main objectives of this transversal thematic focus are:

- to communicate the general targets of the EGTC as formulated in its Convention
- advocacy of EGTC toward Institutions, representation and enforcement of interests of its members
- internal and external recognition (EGTC needs to become a reference / recognized and registered stakeholder for the actors of the Corridor);
- internal promotion and communication.

With this action plan it is the main objective to strengthen external communication and to set a clear procedure on how to deal with daily communication. It is the role of all Members to feed the EGTC - communication with content. The role of the secretariat is split between

- Daily communication: the secretariat can organise and supervise, and if it's the case, collect and publish, the work of EGTC members.
- Lobby: the secretariat could pay a necessary effort of syntheses and representation, effectively supporting the Chair, the Vice Chairs and the Director of the EGTC in their contact with political or institutional representatives.

Activities

Communication is an ongoing challenge, comprising main activities as follows:

- Communication and lobbying in general:
 - to EU and Member States level
 - to political stakeholders to improve their awareness of citizens and enterprises real needs of new services in the field of more sustainable transports
 - Stressing EGTC role within RhAlp Corridor as a "multiple stakeholder"
- Ensure a strong and adequate social media presence
- Establish Networking / Interconnection Between Projects to Generate Synergies; Support for New Project Initiatives
- Disseminate state of the art and knowledge in all fields of Corridor development as e.g. Implementation of New Infrastructure and services, noise issues, innovation and Business Development along the Corridor etc.
- Formulate and distribute EGTC Position for Upcoming Policies and funding programmes.

For the coming period the following operational activities have been specified:

| Activity | Schedule |
|--|------------------|
| Updating the communication plan incl. responsibilities and optimizing related procedures | 2019-2020 |
| Boosting the social media presence | 2019-2020 |
| Organizing a Corridor conference on the occasion of 5th | 2020 |

| | |
|--|------------------|
| anniversary of the EGTC | |
| Developing and set in place a lobbying strategy and plan | 2020 |
| Support public events by EGTC projects and working groups | 2020-2022 |
| Actively contribute to Horizon EUROPE and new TEN-T developments | 2020-2022 |

Key messages

- One Corridor, one strategy
- The voice of the Corridor
- Creating a Corridor community
- Give the regions more weight in a bottom-up approach
- Bringing the Corridor to life
- A platform for information exchange
- Communicate the benefits of the Corridor
- Listening to local voices

5. Executive Summary

Based on the basic strategy of the EGTC Rhine-Alpine “One Corridor – One Strategy” with its 5 development priorities, the 24 members at present defined an action plan for the coming 3 years 2020-2022. This action plan is focusing the agenda of the EGTC on six key issues.

5 Development Priorities

- Optimise the network, procedures and cooperation
- Raise capacity
- Repair spaces and ensure sustainability
- Accelerate speed
- Ensure acceptance

6 Key Issues – Focus Groups for 2020-2022

- Cross-border issues
- Resilience of the Corridor
- Green Corridor
- Smart Mobility / Digitalisation
- Noise Reduction
- Communication

Corresponding thematic focus groups developed for each of the these issues thematic dossiers, outlining challenges, goals and the specific role the EGTC can play as well as potential solutions and proposals to be pursued in a clear schedule of activities.

For **cross-border issues**, the focus is on removing bottlenecks, quality of cross-border infrastructure and the harmonization and streamlining of transport services. Based on a comprehensive Corridor overview, a number of projects shall be developed and input provided to the TEN-T revision process.

The Rastatt accident and the low water situation on the Rhine has been throwing a flashlight on the aspects of **resilience** in the Corridor, asking for improved coordination of infrastructure works and integrated operational management at Corridor scale.

“Going green to cut carbon” is the motto of the focus group **green Corridor**, striving for a modal shift and working to create a level playing field for all modes along the Rhine-Alpine Corridor. Further, a number of project initiatives on clean energy for all transport modes shall contribute to sustainable regional development in the Corridor.

Innovation in **smart mobility and digitalization** enables efficient, flexible, safe and clean transport solutions and services based on intelligent infrastructure, advanced digital technologies and comprehensive information platforms. The EGTC will emphasize its role in facilitating innovation and its practical implementation by supporting local project initiatives and striving for a constant exchange of information in this rapid developing field.

Noise is a risk for human health as well as it concerns economic criteria by reducing the attractiveness of regions. It is considered to be the most critical aspect in citizen's acceptance of transport related infrastructure. Accordingly, fighting noise along the route is a

main topic with activities supporting the optimization of infrastructure and innovative protection measures. On the other hand we will also work for creating more acceptance from the citizens by education about latest achievements in noise protection.

Strengthening **communication** is key for the EGTC considering itself as the “voice of the Corridor” and its ongoing activities in creating a Corridor community. Lobbying for the interest of its members and the implementation of “One Corridor – One Strategy” will be pursued through targeted direct interaction, constant media activities and a series of events along the Corridor and its key issues.

Annexes:

- 1. Matrix of activities defined in the Action Plan 2020-2022**
- 2. Short slide presentation of the Action Plan 2020-2022**