

Activity Report

JANUARY 2018 – MARCH 2019

Interregional Alliance for the Rhine-Alpine Corridor EGTC

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1. General

The present report gives an overview of the activities and achievements of the Interregional Alliance for the Rhine-Alpine Corridor EGTC from January 2018 to March 2019.

The report reflects the development of the membership structure, activities and milestones, projects and initiatives. It also provides a brief outlook to further activities in 2019.

The year 2018 was very eventful for the EGTC – three years after its founding, the first Corridor Conference was organized in June in Brussels, attracting participants from all over the Corridor.

Besides the regular working meetings of the Assembly and the Expert Committees, also a conclave was organized in September in Herxheim, to evaluate the first three years and point the way for the next years of the EGTC.

For the first time after founding the EGTC in 2015, elections of the chairs took place in June 2018 according to the EGTC Convention.

2. Membership

The number of members has grown from originally 10 founding members to 21 as of September 2018. Four new members joined the EGTC after finalizing the official national authorisation procedures:

- Ports of Genoa (IT)
- Province Flemish-Brabant (BE)
- Province of Limburg (NL)
- Metropolregion Rheinland e.V. (DE).

TechnologyRegionKarlsruhe has declared to leave the EGTC at the end of 2018.

Thus, the EGTC has 24 members.

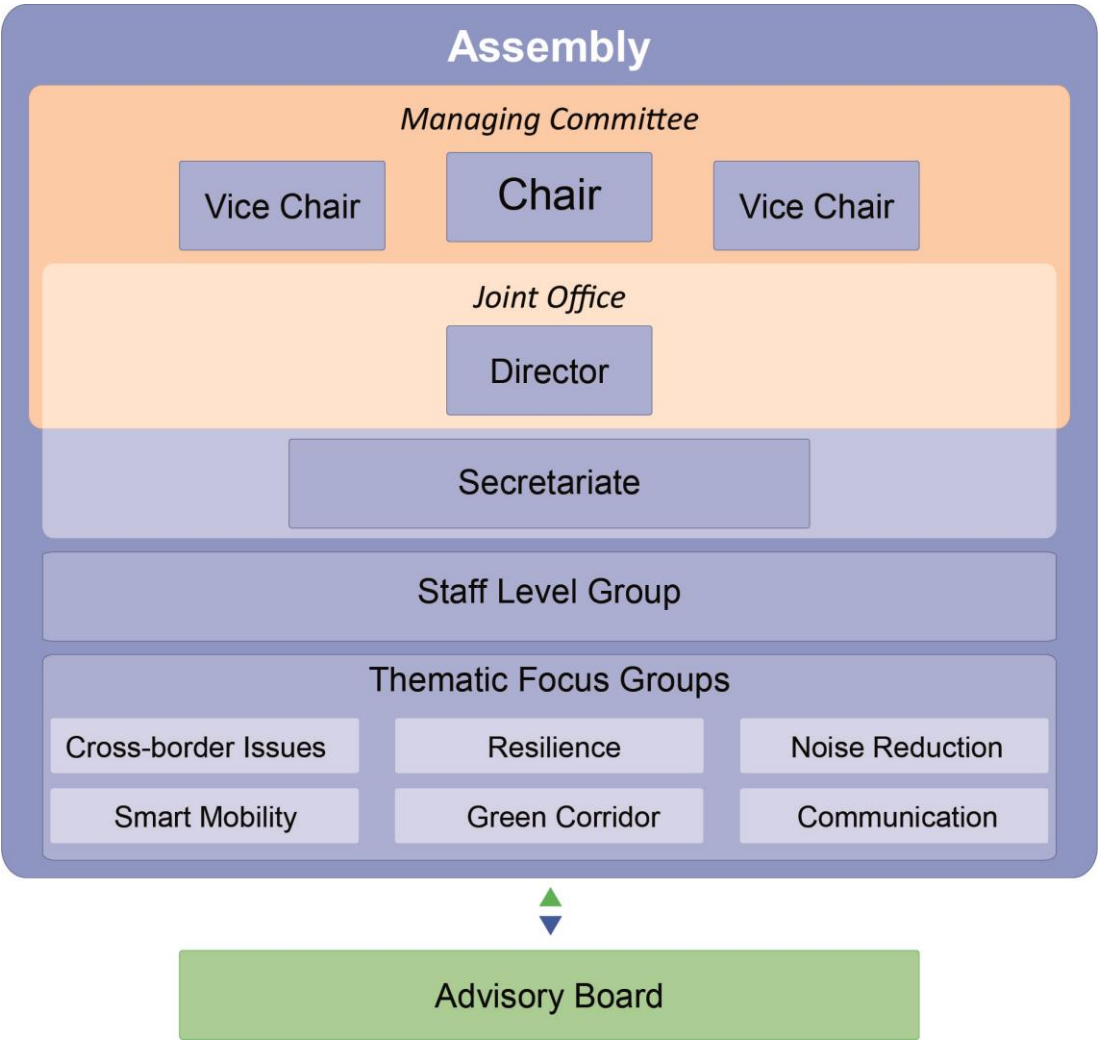
a) List of members incl. new members:

1. Havenbedrijf Rotterdam N.V.
2. Provincie Gelderland
3. Provincie Zuid-Holland
4. Port of Antwerp
5. City of Venlo
6. Duisburger Hafen AG
7. Metropolregion Rheinland e.V.
8. City of Mainz
9. Regionalverband FrankfurtRheinMain
10. Verband Region Rhein-Neckar
11. City of Mannheim
12. Regionalverband Mittlerer Oberrhein
13. City of Karlsruhe
14. Port Autonome de Strasbourg
15. City of Lahr
16. Region Südlicher Oberrhein
17. Kanton Basel-Stadt
18. Regione Piemonte
19. Regione Liguria
20. Regione Lombardia
21. Uniontrasporti, Milano

- 22. Ports of Genoa (IT)
- 23. Province Flemish-Brabant (BE)
- 24. Province of Limburg (NL)

b) Organisational Structure

The organizational structure of the EGTC has been further developed:



3. EGTC Action Plan

At its joint Expert Committees meeting on 7 November 2018 and the Assembly meeting on 8 November 2018 in Rotterdam, the EGTC members agreed to develop a mid-term Action plan for the next three years, focusing on selected topics.

These topics are:

- Noise reduction
- Resilience
- Smart Mobility / Digitalisation
- Cross-border issues
- Green Corridor
- Communication

At the following joint Expert Committees meeting on 31 January 2019, the members agreed to establish working groups for the selected 6 topics to focus on in the next years.

For each of the 6 topics a “dossier” will be elaborated, presenting:

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

4. Activities and Milestones

a) Rhine-Alpine Corridor Conference 2018

The main publicity relevant action in 2018 was the Corridor Conference! The 1st Corridor Conference of the Interregional Alliance for the Rhine-Alpine Corridor EGTC took place on 7 June 2018 in the premises of the Committee of the Regions in Brussels. 120 participants listened to 30 speakers and discussed varied issues in 5 thematic workshops: The Chinese Belt and Road Initiative, the future priorities for the development of the Corridor, the results of CEF-funded project „European Rail Freight Line System“, experiences with the legal form of a European Grouping of Territorial Cooperation and a visionary workshop.



After the workshops the political plenary session gathered panelists from academia, industry and politics. The keynote speeches from the EGTC Chair Conny Bieze and Corridor Coordinator Pawel Wojciechowski set the frame for the panel discussion. 5 panelists discussed about joint efforts for shaping the future of the Rhine-Alpine Corridor.

As a main result, the Conference underlined the importance of a joint and coordinated development of this important European Corridor. The EGTC was again recognised as the voice of the local and regional level of the Corridor, whose ideas, activities and commitment were appreciated once more.

b) Corridor Week

The Corridor Week organised by the networks of Flemish-Dutch Delta and the province of Zuid-Holland was held on 6 -8 November 2018 in Rotterdam. It served as a platform in which policy-makers, entrepreneurs and researchers from the Eurodelta contributed to a working agenda in the run-up to a single powerful Eurodelta network, connecting corridors of three urban regions to benefit our 40 million residents.

The EGTC held three events in the frame of the Corridor Week: The 8th Assembly meeting, the 3rd Advisory Board meeting and the Joint Expert Committees meeting. A graphical summary has been created live during the meetings:



c) Analysis of Measures in Consequence of the Rastatt Tunnel Incident

The EGTC has discussed the disruption of the busiest European railway corridor in summer 2017. The Rastatt Tunnel Incident in August 2017 resulted in a logistical chaos for eight weeks, both freight and passenger services in the entire Corridor and beyond were affected. This accident demonstrated the vulnerability and interdependency of all parts of the Rhine-Alpine Corridor. The EGTC has discussed the disruption of the busiest European railway corridor and its consequences, thoroughly.

In November 2017, the EGTC has published a position paper and requested:

- A prevailing consequence of the Rastatt incident is the necessity to ensure resilience for the Corridor. Therefore, we ask for a **comprehensive risk analysis** for the Corridor concerning main and alternatives routes, involving all relevant logistics stakeholders;
- On this basis, **emergency plans** for different risk scenarios need to be elaborated jointly, including relevant stakeholders and experts from all countries along the Corridor. Such plans should comprise adequate pre-defined alternative routes, fit for immediate use in case of necessity, applying the synchro modality approach.
- Finally, in order to implement the emergency plans, we suggest to establish an **effective crisis management**, which is ready for action if needed.”

As a follow-up, the EGTC has elaborated an analysis presenting the main activities and measures of different stakeholders which have been realised or announced since the incident occurred.

This follow-up paper is published on the website: [Analysis of Measures in Consequence of the Rastatt Tunnel Incident](#). It shows that many important steps have been initiated or undertaken, and major efforts are required to urgently implement such a catalogue of measures. But the majority of these concrete measures only concern the railway sector.

Therefore, still some activity gaps need to be tackled. In particular, the need to analyse and consider all transport modes in order to achieve a synchro-modal

approach for corridor emergency plans. This should also include major infrastructure in close vicinity of the defined corridors and routes, as e.g. the French lines along the Upper Rhine valley.

This is necessary in order to remediate the perceived problems and to provide for a redundant transport system in the Rhine-Alpine Corridor. But also the resilience for all European core network corridors has to be in focus in order to guarantee for a fully functioning and interconnected European transport system.

d) Events

The EGTC constantly receives invitations to conferences, fora and meetings, to present its objectives, structure and projects. Several events where the EGTC was represented in 2018 are listed below:

Date	Conference / Event / Workshop	Organiser	Place	Name of EGTC representative	Presentation type
22-02	Magistrale für Europa	Stadt Karlsruhe	Karlsruhe	Director	Presentation
01-03	UICC Meeting Working Group	IHK Rhein-Neckar	Mannheim	Director	Presentation
02-03	UICC Conference	UICC	Mannheim	Director	Stand, prints
12-04 13-04	International Conference "Ports and the City"	Nijmegen European Green Capital 2018	Nijmegen		
25-04 27-04	Ten-T-Days	European Commission / Connecting Europe	Ljubljana	Chair	Speech
25-05	Rheinkonferenz	BL Hessen	Wiesbaden	Office	Stand
23-05 25-05	International Transport Forum	International Transport Forum OECD	Leipzig		
07-06	Corridor Conference	EGTC	Brussels, CoR		
19-06 20-06	(The Future of Transport World Conference)	Uki Media and Events	Cologne		

06-07	Regional Assembly Rhine-Neckar	VRRN	Mannheim	Director	Present ation
06-09	FERRMED Delegation, Excursion	EGTC	Mannheim	Director	Present ation
21-09	Metropolitan Region Rheinland	MR Rheinland	Köln	Director	Present ation
10-10	International Conference Reno-Alpi Corridoio	City of Genoa/IIC	Genua	Director	Speech

e) Project Meetings

RAISE-IT Project Meeting on 22-23 March 2018 in Milan

RAISE-IT, Kick-off Accessibility Study on 16 April 2018 in Karlsruhe

RAISE-IT, Accessibility Study meeting on 22 June 2018 in Mannheim

VitalNodes, Regional Workshop on 11 July 2018 in Mannheim

ERFLS II Meeting 25 July 2018 in Mannheim

RAISE-IT, Accessibility study meeting 26 September 2018 in Frankfurt

ERFLS, Final project meeting on 13-14 November 2018 in Zurich

RAISE-IT, Project meeting 22-23 November 2018 in Turin

f) Internal meetings of EGTC

- Assembly Meetings:

7th Assembly: 6 June 2018 in Brussels

8th Assembly: 8 November 2018 in Rotterdam

- Advisory Board:

3rd Meeting: 8 November 2018 in Rotterdam

- **Expert Committee Meetings:**

Expert Committee "Spatial and Transport Planning; Economic Development and Logistics":

5th Meeting: 15 May 2018 in Lahr, Germany

Expert Committee "Environment and Energy":

4th Meeting: 1 February 2018 in Karlsruhe, Germany

Joint meeting of both Expert Committees:

7 November 2018 in Rotterdam

- **Conclave:**

17/18 September in Herxheim (see separate report on outcomes).

g) Milestones

June 2018	Rhine-Alpine Corridor Conference
June 2018	Election of Chairpersons for the 2 nd period from 2018-2021
September 2018	1 st EGTC Conclave in Herxheim (see separate report).

5. Projects and Initiatives

Another goal of the EGTC – “Directing funds to corridor related activities and projects helping to implement the joint strategy” was further pursued.

a) RAISE-IT - Rhine-Alpine Integrated and Seamless Travel Chain



Co-financed by the European Union
Connecting Europe Facility

The EGTC's first own project, RAISE-IT, explores high speed rail integration and travel time savings through a multi-scale accessibility approach and aims to cater for transport demand exchanging with the corridor at key TEN-T nodes, in the areas around the nodes and across the nodes. Consistently, it has three scales: urban nodes and adjacent areas, greater node areas at the regional scale, and corridor-wide connections between nodes.

Firstly, work on urban node accessibility aims to optimise access and travel time within a node by considering infrastructure and operational aspects such as station configuration, way finding, integrated ticketing, and facilities for transferring passengers. Efforts for better design of the stations will be complemented by work on integration with urban travel modes, including walking, cycling and public transport. The result will be guidelines for improving urban node accessibility.

Secondly, work on seamless connection to and from nodes will study good integration of greater node areas with services on the corridor by working on transfers between local, regional, long distance and high speed services at nodes. The result will be action plans on selected measures to improve metropolitan and regional node accessibility.

Finally, the study explores the suitability of an International Integrated Timed Transfer (IITT) concept aiming at better connecting the regions and their nodes

along the Corridor. This is inherently linked to the two aforementioned activities on improvements in the nodes and regional accessibility.

More info: <http://egtc-rhine-alpine.eu/portfolio-item/raise-it/> .

b) VitalNodes – Building a lasting expert network that delivers evidence-based recommendations for Vital Urban Nodes along TEN-T Corridors

The project under the lead of Rijkswaterstaat (NL) with involvement of our EGTC has been approved in June 2017 in the Horizon 2020 programme. VitalNodes will deliver evidence-based recommendations for more (cost) efficient and sustainable integration of all 88 urban nodes in the TEN-T network corridors, addressing specifically the multi- and intermodal connection between long-distance and last-mile freight logistics. These recommendations will be validated by applying an appraisal tool and involving experts from the growing VitalNodes network.

c) SPeCTra – Smart Port City Communities through Transversal Traffic Management Systems

The EGTC was approached by the University Duisburg-Essen to participate in the Horizon2020 application SPECTRA in an observer role without own budget. SPeCTra was submitted on the first stage of the Call H2020-MG-2018-2019-2020 in the Horizon 2020 programme in January 2019. If the concept is successful, the consortium will be requested in April 2019 to develop and submit a full application before 12 September 2019.

The SPeCTra project aims to improve the relationship between cities and ports and tackle the challenges of freight and passenger traffic management with a transversal and integrated approach. The main aim of the project is the development of a Next Generation Port Cities Community System (PCCS) for the purpose of planning and operation of innovative logistics concepts dedicated to local and regional economic conditions, legal and operational requirements, individual constraints of port cities. By means of shared, on-demand and low emission logistics concepts and technologies, the goal of an integrated communication system is pursued in order to

ERFLS CEF ACTION EUROPEAN RAIL FREIGHT LINE SYSTEM

ERFLS
European Rail Freight
Line System
Rhine-Alpine
Corridor

RESULTS

ERFLS looked at whether intermodal units could use freight trains just as passengers use intercity trains – with several short stops where intermodal units are unloaded or loaded.

ERFLS found that the concept has advantages and is feasible today with small changes to current infrastructure. Benefits accrue also with limited changes to existing terminals.

To make it happen terminals, trains, operators will work as a system thanks to telematics hyper linking to their own IT.

Six terminals along the whole Rhine Alpine Corridor were examined and all can become ERFLS smart terminals. Times and costs for adapting existing terminals are available.

PROJECT

Adaptations of terminals will lead to benefits also for other intermodal traffic:

- 1 DIRECT ENTRY AND EXIT OF TRAINS
- 2 OPTIMISED OPERATIONS THANKS TO TELEMATICS
- 3 REDUCED DWELL TIME
- 4 OPTIMISED ROAD-SIDE OPERATIONS

The ERFLS telematics linking terminals, trains, ITUs, slots on wagons, and operators will enable:

RELIABLE REAL TIME INFORMATION WITH CURRENT TECHNOLOGIES

SALE OF SLOTS ON TRAINS EVEN AFTER THE TRAINS ARE TRAVELLING

SCALING UP THE DIGITALISATION OF INTERMODAL RAIL FREIGHT

NUMBERS

Simulations show that ERFLS can bring additional ITUs at smart terminals and attract:

7.400-10.070
ADDITIONAL CONTAINER TRAFFIC

14-18
ADDITIONAL TRAINS PER WEEK

EQUIVALENT TO **9-13%**
MODAL SHIFT FROM ROAD TO RAIL
FOR DISTANCES LONGER THAN 200 KM

240.000-280.000
TONNES OF GOODS SHIPPED

22.000-25.000
TONNES OF LOGISTICS WORK DONE

FUTURE

TAKE ERFLS INTO PRACTICE WITH TRAINS IN REGULAR SERVICE TO DEMONSTRATE THE CONCEPT ALONG THE RHINE-ALPINE CORRIDOR.

BUILD A PARTNERSHIP TO DEVELOP ERFLS INVOLVING TERMINALS, SHIPPERS, INTERMODAL OPERATORS, RAILWAY UNDERTAKINGS, INFRASTRUCTURE MANAGERS AND RAILWAY SAFETY AGENCIES.

ERFLS CEF ACTION EUROPEAN RAIL FREIGHT LINE SYSTEM

ERFLS
European Rail Freight
Line System
Rhine-Alpine
Corridor

CURRENTLY

From shuttle trains fully loaded at origin and fully unloaded at destination...

WITH ERFLS

...to liner trains with short intermediate stops where they are partly loaded/unloaded.

INFRA SOLUTIONS

Six terminals along the Rhine Alpine Corridor were examined and all can become ERFLS smart terminals. Terminal transformation options are available along with required times and costs.

ROTTERDAM
planned layout and operations are similar to those of a smart terminal. Need to make momentum access and direct exit possible on line with ERTMS level 2

DUISBURG
2 options for minor transformation

BASEL
one adaptation option with regular usage of through tracks

LYON
4 transformation options, from minor changes to a possible new terminal

GENEVE
LOGPORT III: 2 adaptation options

NOVARA
terminal in planning, 2 possible layouts, both with tracks for momentum access and to smart terminal standards

TELEMATICS SOLUTIONS

ERFLS telematics will be a layer linking terminals, trains, slots, and operators

- 1 EACH OPERATOR MAY KEEP USING ITS OWN SYSTEMS AND DATA FORMATS
- 2 RELIABLE REAL TIME INFORMATION WITH CURRENT TECHNOLOGIES
- 3 E-CONSIDERABLE NOTE AND ADVANCE INFORMATION TO TERMINALS
- 4 OPTIMISED OPERATIONS AT TERMINALS AND ROAD-SIDE
- 5 SALE OF SLOTS ON TRAINS AS THEY ARE RUNNING

The ERFLS project with EGTC members and other project partners from The Netherlands, Germany and Italy aimed to launch an innovative European Rail

Freight Line System (ERFLS) in combined rail-freight traffic on the Rhine-Alpine Corridor.

From 2015-2018, the project successfully investigated the feasibility of the concept of liner intermodal freight trains that make several short stops at a system of terminals along the Rhine-Alpine Corridor, where intermodal units are loaded or unloaded much in the same way as passengers get on and off intercity trains at intermediate stations.

The European Rail Freight Line System is an intermodal freight transport concept based on block freight trains travelling according to a regular timetable along a corridor, picking up or leaving intermodal units at intermediate points between their departure and arrival terminals. Both, the working of the trains and the way intermodal units are loaded and unloaded aim to resemble the operations of intercity trains for passengers.

With ERFLS service along a corridor, trains run to a regular timetable and call at several terminals. Each time the train calls at a terminal, containers destined there are unloaded whereas containers for terminals further along the way are loaded on the free slots.

An important element of the concept is that it is intended to be operationalised already building on current practices and current terminals, introducing a set of modifications as limited as possible. Smart terminals are the cornerstone of ERFLS. They have layout and operational practices allowing for direct entry and exit of trains as well as for dwell times of intermodal trains as short as 2 hours. This compares to dwell times of 4-8 hours that are current practice. Smart terminals also have optimised road-side operations and exchange operational information among them through the ERFLS telematics systems.

A technical summary report of the project is available for download here: <https://egtc-rhine-alpine.eu/portfolio-item/erfls/#>. A short video and more information is available on the project website: <http://egtc-rhine-alpine.eu/portfolio-item/erfls/>.

Next step is the pilot implementation of the ERFLS concept – the EGTC shall promote the development of the pilot project by bringing together the relevant stakeholders and supporting in developing a project application, probably under the CEF programme again.

**e) *FENIX – A European FEderated Network of Information
eXchange in Logistics***

The project proposal “CCP Corridor Capacity Platform” dealing with collaborative and combined utilization of intermodal transport capacity for the Corridor was under preparation for submission in CEF Transport Call 2018. During the preparative work, we have been approached by a large consortium organized by ERTICO (a grouping of 121 authorities, corporations and SMEs, RUs and shippers from Europe which operates among others 8 platforms for deployment of ITS). ERTICO was preparing a large project proposal for the same CEF call, comprising 6 core network corridors. They have offered to the EGTC to “represent” the Rhine-Alpine Corridor in this mega project called FENIX. They had already contacted several responsible national ministries and were also in close contact with DG MOVE. We assumed to have a better chance of success if we integrate our CCP initiative in the umbrella project FENIX. The FENIX application was submitted to CEF on 26 October 2018.

The FENIX project has been approved in March 2019 – next steps are the Grant Agreement negotiations with INEA during April/May 2019 before the project can start off:

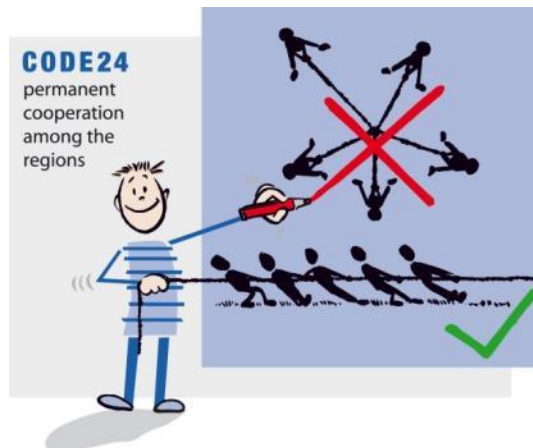
6. Communication

a) Catchy Messages

During the work on the EGTC Communication Strategy in 2017, it was agreed to develop short and catchy messages to be used for all kinds of communication by the EGTC and its members. The agency Gloedcommunicatie from the Netherlands was assigned with the development of the messages in May 2018. The catchy messages were developed by the agency in consultation with the EGTC Communication Expert Group and Conference task force. The main sources for developing the catchy messages were the Joint Strategy, the EGTC Convention, and also the cartoons used during the CODE24 project.

Here are a few of the messages with corresponding pictures:

- Foster innovation in transport related issues: Act as an innovation hub
- One Corridor, one strategy, one voice
- Creating a Corridor community



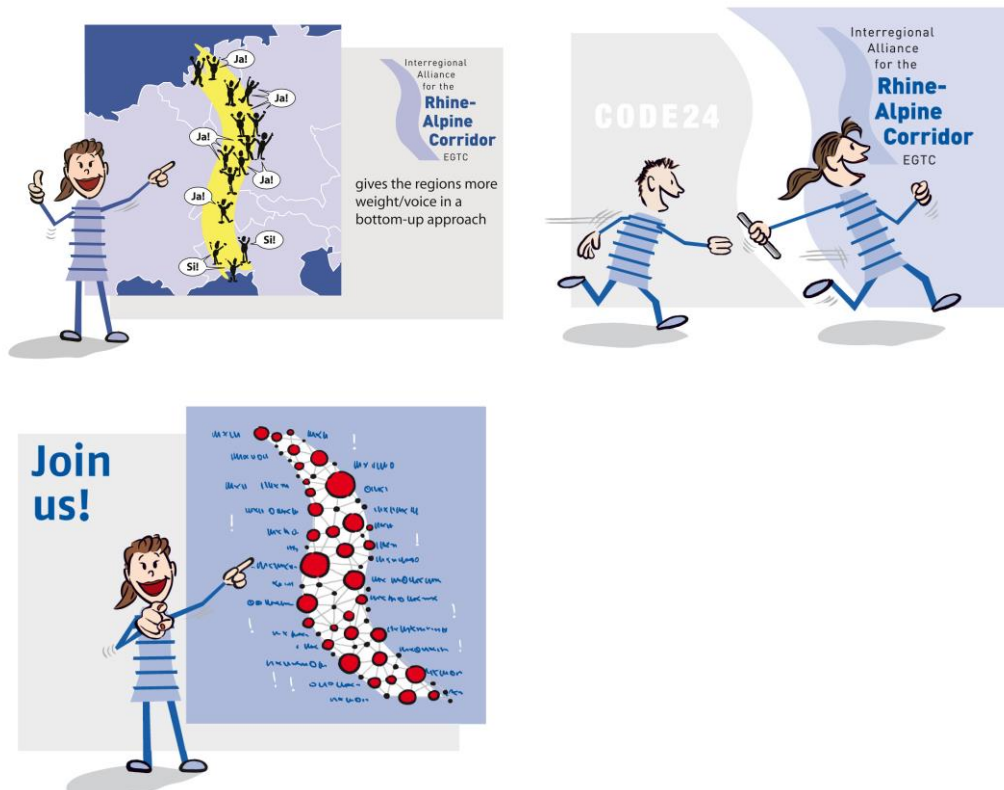
- Creating a level playing field for all modes
- A smart corridor to boost local projects
- Listen to the Corridor - Quieter rail for happy citizens



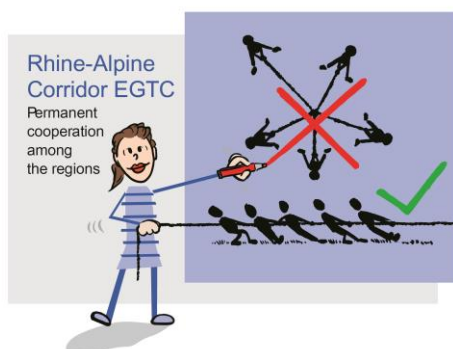
- Going green to cut carbon
- Logistics is good for the economy

b) New Cartoons

During the work on the new catchy messages, it became clear that the cartoons used for the CODE24 project with the mascot “Cody” can be also helpful to communicate about the EGTC activities, especially for addressing the EGTC’s objectives and activities to a broader audience . First cartoons with the EGTC mascot “Cora” were produced already for the founding period in 2015:



In January 2019, another 4 cartoons were adapted for use in EGTC communication:



The cartoons shall be used in presentations, online and in leaflets and brochures.

7. Outlook

In 2019, the focus of the EGTC activities will lay on preparing new projects – as project partner or as a facilitator in its role as an innovation platform for the Rhine-Alpine Corridor. The new EU funding period will offer various opportunities for transport related projects.

The EGTC will also reflect on the most important topics that shall shape its work in the mid-term, considering the resources available at the member organisations. The six working groups established on 31 January 2019 will develop each a thematic dossier to shape the work of the EGTC in the next years.

Another focus will lay on communication activities – formal and informal communication to promote the EGTC and its objectives.

Jörg Saalbach

Director

March 2019

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