

# Activity Report

2022

**Interregional Alliance for the Rhine-Alpine Corridor EGTC**

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# 1. General Overview

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The present report provides an overview of the activities and achievements of the Interregional Alliance for the Rhine-Alpine Corridor EGTC from January – December 2022. The report contains the development of the organizational structure, activities and milestones, projects and initiatives. It also states a brief outlook to further activities in 2023.

The year 2022 started with a change in the management structure of the EGTC as Dr. Cecilia Braun was appointed **new Director** by the Assembly (on the 29 October 2021). She stated the process of renewing the EGTC “One Corridor – One Strategy!” as one of her main focuses during her term. A continued focus on exchange with stakeholders on European and other levels was one of the core tasks of the Director also in 2022. Internally, the cooperation with the EGTC members in 2022 marked a slow transition back to normal after two years of pandemic. The EGTC meetings and events took place virtually as well as in person again. The successful series “**Rhine-Alpine Talks**” were reduced to two in 2022, considering the grown possibility for physical meetings. The two events were dedicated to topics of cross-border cooperation for sustainable transport and to implications of the new trade routes from China to the Rhine-Alpine Corridor (PLANET project).

Also the implementation of **projects** with EGTC participation made a transition to hybrid modes of cooperation. In 2022, the EGTC continued its contribution to the CEF funded project **FENIX**, and the Horizon 2020 funded project **PLANET**. The new Horizon funded project **MultiReload** has kicked-off in September 2022.

In order to kick-off the strategy update process, the EGTC has developed a project proposal in Interreg Northwest Europe **Carbon-free RALP**. The application was submitted in two-step procedure in December 2022. In case of approval, the strategy update process involving academic and private stakeholders from the corridor will be funded by the Interreg programme.

The EGTC has released a **Position Paper** on the legislative proposal of the European Commission for a revision TEN-T Regulation. There, the EGTC supports the high ambitions of the EU on sustainability and the Commission proposal to boost the TEN-T by including new and more ambitious standards in view of reaching a highly competitive and interoperable transport network, which embeds urban nodes, multimodal terminals (i.e. inland ports) as well as mobility hubs in the cities and metropolitan areas.

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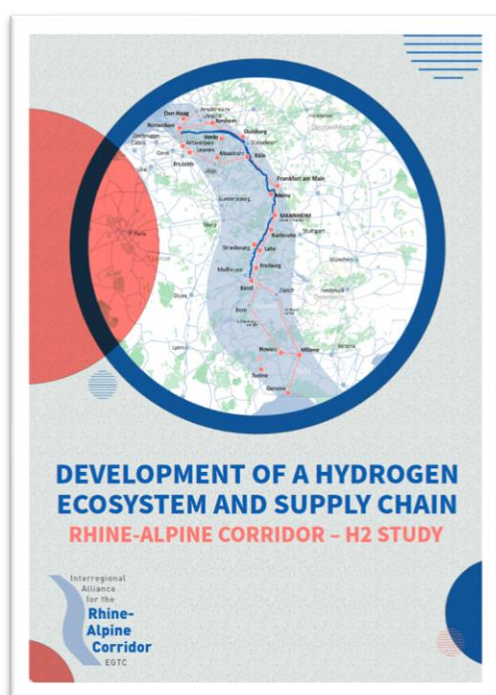
The Position Paper of the EGTC focuses on 3 Key Issues for the Rhine-Alpine Corridor in the **TEN-T revision**: Governance, Communication and Operational.

The EGTC has presented an **H2 Study** on the development of a hydrogen ecosystem and supply chain along the Rhine-Alpine Corridor. It comprises a collection and integrated analysis of national, regional and project specific plans and strategies for transport related H2 infrastructure.

## 2.Activities

### a) H2 Study

The study “Development of a hydrogen ecosystem and supply chain along the Rhine-Alpine Corridor” aimed at the collection and integrated analysis of national, regional and project specific plans and strategies for transport related H2 infrastructure, thus providing the identification of key elements and missing links towards a comprehensive system along the Rhine-Alpine corridor. This includes in addition to the data collection (latest update spring 2022) about existing and planned H2 projects collating the policy framework, initiatives and key players as well as funding opportunities. The results are documented in this study report and displayed graphically in an update of the corridor info system of the EGTC.



The study sums up that the most important issue for hydrogen usage in the transportation sector is the lack of filling stations. More stations are needed, particularly for trains and ships, if emission-free traffic is to be achieved on all nodes. The hydrogen production ramp up is on its way with a lot of projects in the planning, but still needs some time to develop. A connection of pipeline projects in industrial clusters is needed, initiatives like the European Hydrogen Backbone are trying to help with that.

There is still a lot of work to be done to build a functioning hydrogen economy and transportation infrastructure, but the start has

been made. If the targets of the “Fit for 55” package are met, there would be a viable start-up network of hydrogen filling stations for road traffic, but for the further development beyond 2030 there would still be the need for more filling stations in the future. More and more hydrogen projects are coming every year, this trend is set to continue, if it is not thwarted by slow planning, funding and approval processes.

The full study is available here: [https://www.egtc-rhine-alpine.eu/files/2022/11/EGTC\\_H2STUDY\\_FINAL\\_SP.pdf](https://www.egtc-rhine-alpine.eu/files/2022/11/EGTC_H2STUDY_FINAL_SP.pdf)

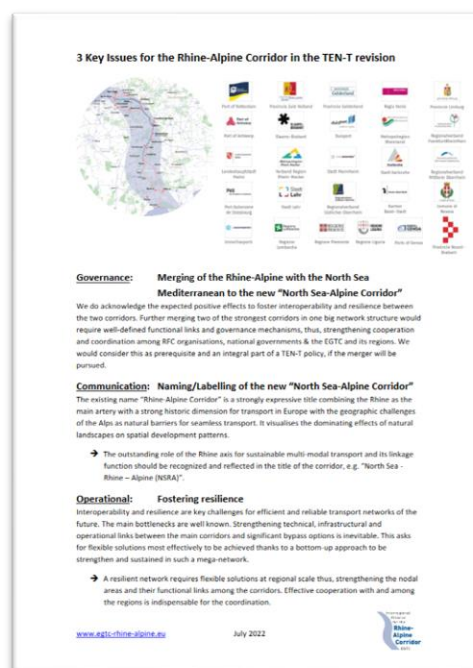
The study was financed by the EGTC members Provincie Zuid-Holland (NL), Verband Region Rhein-Neckar (DE), Port autonome de Strasbourg (FR), Kanton Basel-Stadt (CH), Provincie Limburg (NL), Venlo (NL), Regionalverband Mittlerer Oberrhein (DE), Mannheim (DE), Metropolregion Rheinland (DE) and Confindustria Piemonte together with AMMA and Environment Park (IT).

## ***b) Position Paper on TEN-T Regulation Revision Proposal***

The EGTC welcomed the legislative proposal of the European Commission from 14 December 2021 for a revised Regulation on Union guidelines for the development of the trans-European transport network. The Position Paper of the EGTC on the proposed TEN-T Regulation revision focuses on 3 Key Issues for the Rhine-Alpine Corridor in the TEN-T revision: Governance, Communication and Operational.

### **Governance: Merging of the Rhine-Alpine with the North Sea – Mediterranean to the new “North Sea-Alpine Corridor”**

We do acknowledge the expected positive effects to foster interoperability and resilience between the two corridors. Further merging two of the strongest corridors in one big network structure would require well-defined functional links and governance mechanisms, thus, strengthening cooperation and coordination among RFC organisations, national governments & the EGTC and its regions. We would consider this as prerequisite and an integral part of a TEN-T policy, if the merger will be pursued.



### **Communication: Naming/Labeling of the new “North Sea-Alpine Corridor”**

The existing name “Rhine-Alpine Corridor” is a strongly expressive title combining the Rhine as the main artery with a strong historic dimension for transport in Europe with the geographic challenges of the Alps as natural barriers for seamless transport. It visualises the dominating effects of natural landscapes on spatial development patterns. The outstanding role of the Rhine axis for sustainable multi-modal transport and its linkage function should be recognized and reflected in the title of the corridor, e.g. “North Sea-Rhine-Alpine (NSRA)”.

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## Operational: Fostering resilience

Interoperability and resilience are key challenges for efficient and reliable transport networks of the future. The main bottlenecks are well known. Strengthening technical, infrastructural and operational links between the main corridors and significant bypass options is inevitable. This asks for flexible solutions most effectively to be achieved thanks to a bottom-up approach to be strengthen and sustained in such a mega-network. A resilient network requires flexible solutions at regional scale thus, strengthening the nodal areas and their functional links among the corridors. Effective cooperation with and among the regions is indispensable for the coordination.

The Position Paper is available for download here: <https://egtc-rhine-alpine.us10.list-manage.com/track/click?u=466b863dd8c584a1b37d2a06d&id=0d12936b5d&e=1a7244f91f>

## 3. Events and Meetings

### a) Events

The successful series of the Rhine-Alpine Talks has been taken up in 2022 as well. The following Rhine-Alpine Talks have been organized in 2022:

Date	Title	Participants registered/ present
3 Jun 2022	Cross-border cooperation for sustainable transport	62 / 42
2 Dec 2022	From China to the Rhine-Alpine Corridor: Future challenges and the impact of emerging trade routes on the RALP Corridor	55 / 38

Besides the digital events organized by the EGTC itself, further events with EGTC participation are listed below:

Date	Conference / Event / Workshop	Organiser	EGTC representative
4 March 2022	Corridor Forum: WG Alternative Fuels	DG MOVE	EGTC Director
21 April 2022	Stati generali della logistica del Nord Ovest	Regione Piemonte	EGTC Director
28-30 June 2022	Connecting Europe Days, Lyon	DG MOVE	EGTC Director
13 October 2022	STISE meeting	STISE	EGTC Director
13 October 2022	Liguria, Eusalp, Europe: Mobility perspectives to 2050	Regione Liguria	EGTC Office
10 November 2022	The Route to Net-Zero in Mobility and Freight Transport	METREX	EGTC Director



## **b) Project Meetings**

Following annual / semi-annual meetings of projects with EGTC participation took place:

Date	Project	Place
20 January 2022	PLANET Mid-term review	GoToMeeting
10-11 May 2022	FENIX General Assembly	GoToMeeting
07-08 September 2022	Kick-off MultiReload	Duisburg
03-05 October 2022	PLANET General Assembly	Poznan

## **c) Internal meetings of EGTC**

### **- Assembly and Advisory Board Meetings:**

The meetings of the Managing Committee, the Assembly and Advisory Board of the EGTC were held partly online and partly on-site in 2022.

Date	Meeting	Place
18 February 2022	EGTC Managing Committee Meeting	Zoom
01 April 2022	EGTC Managing Committee Meeting	Zoom
20 May 2022	EGTC Assembly Meeting	Zoom
10 June 2022	EGTC Managing Committee Meeting	Zoom
29 September 2022	EGTC Assembly Meeting	Duisburg
29 September 2022	EGTC Advisory Board Meeting	Duisburg

### **- Working Groups:**

Date	Meeting	Place
25 February 2022	Expert Working Group	Zoom
21 March 2022	Thematic Focus Group Green Corridor	Zoom
24 March 2022	Thematic Focus Group Smart Mobility Digitalisation	Zoom
28 July 2022	Thematic Focus Group Communication	Zoom
22 September 2022	Thematic Focus Group Communication	Brussels

## **d) Milestones**

January 2022	New Director Dr. Cecilia Braun starts her assignment
June 2022	Interreg NWE project concept "Carbon-free RALP submitted
August 2022	Position Paper on TEN-T Revision
September 2022	Kick-off of new Horizon project "MultiReload"
December 2022	Interreg NWE full application "Carbon-free RALP submitted

## 4. Projects and Proposals

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

Three projects were implemented in 2022:

### ***a) FENIX – A European Federated Network of Information eXchange in Logistics***



FENIX will develop the first European federated architecture for data sharing serving the European logistics community of shippers, logistics service providers, mobility infrastructure providers, cities, and authorities in order to offer interoperability between any individual existing and future platforms.

FENIX main objectives:

- establish a federated network of transport and logistics actors across Europe, enabling sharing of information and services needed to optimise TEN-T (A2&A3)
- demonstrate the operational feasibility and benefits through the organised national pilots –focus on testing the achieved interoperability capabilities (A4)
- set up the EU corridor community building programme and to promote the benefits to the participants in terms of reduced costs and GHG emissions (A5&A6)

FENIX will be implemented until March 2023 in the CEF Transport funding programme (formally prolonged by 12 months due to pandemic).

## ***b) PLANET Progress towards Federated Logistics Through The Integration Of TEN-T into A Global Trade Network***



Co-funded by the Horizon 2020 programme  
of the European Union

PLANET addresses the challenges of assessing the impact of emerging global trade corridors on the TEN-T network and ensuring effective integration of the European to the Global Network by focusing in two key R&D pillars:

- A Geo-economics approach, modelling and specifying the dynamics of new trade routes and its impacts on logistics infrastructure & operations, with specific reference to TEN-T, including peripheral regions and landlocked developing countries;
- An EU-Global network enablement through disruptive concepts and technologies (IoT, Blockchain and PI, 5G, 3D printing, autonomous vehicles / automation, hyperloop) which can shape its future and address its shortcomings, aligned to a federated network of T&L platforms.

PLANET will be implemented from June 2020 on and will run 3 years.

## ***c) MultiRELOAD Port solutions for efficient, effective and sustainable multimodality***

MultiRELOAD enhances the collaboration between different freight nodes in Europe to jointly test innovations and create favourable market conditions for multimodal freight transport solutions. To this end, MultiRELOAD will demonstrate solutions in three Innovation Areas with specific aims by 2025, mirroring the measures of the EU's Smart Mobility Strategy. Innovation Areas:

- **Smart multimodal logistics:** facilitate a shift from road to rail & IWT of 5%
- **Digital & Automated Multimodal Nodes and Corridors:** increase operational efficiency by 20% raise of handling capacity
- **Innovative business models:** leading to an average cost reduction of freight transport by 10%

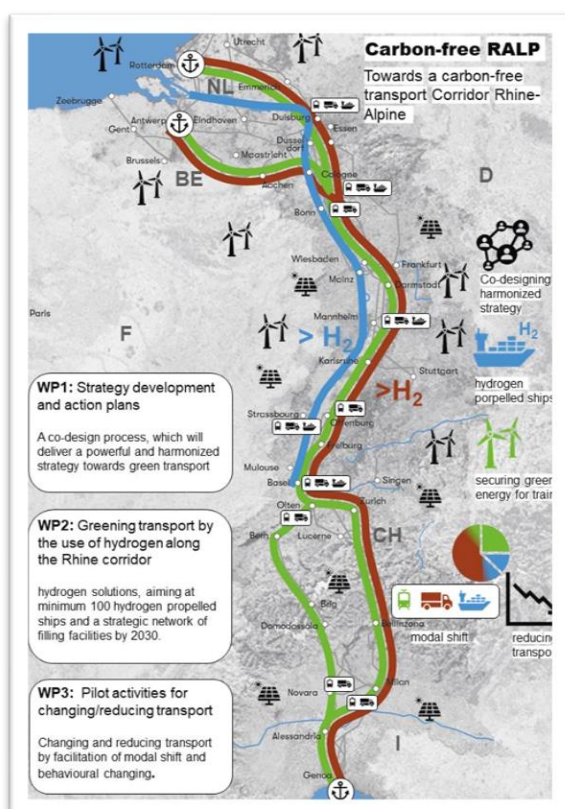
For a total of 36 months beginning in September 2022, the MultiRELOAD consortium comprising of ports, highly innovative technology, logistics and service providers, leading European research institutions and well-connected networks will cooperate

intensely to facilitate significant modal shift to sustainable modes of transport, radical efficiency increase of supply chains and capacity-sharing (data, infrastructure, loading space, etc.) for all operators within the key Trans-European Transport Networks (TEN-T) Rhine-Alpine and Rhine-Danube Corridors.

One project application has been submitted in 2022:

### ***d) Carbon-free RALP - Transnational strategy and action plans towards a carbon-free Rhine-Alpine Corridor***

The INTERREG B NWE Programme provided an opportunity for the EGTC to apply for this project that includes the update of the EGTC “One Corridor – One Strategy!” together with stakeholders from academia and economy.



Carbon-free RALP aims at increasing the energy performance in the transport sector and strengthening the regions and cities along the Rhine-Alpine corridor (RALP) from Rotterdam to Genoa, as a resilient backbone of NWE’s transport artery. Joint corridor related activities plus well-coordinated regional actions will create a stimulating momentum greening the corridor. Under the lead of the EGTC comprising 26 members from 5 NWE countries such as regional, local and port authorities, transnational strategies for sustainable corridor development and -related both regional and sectoral action plans will be developed in the project together with key actors from the transport and

logistics industry and with academic support. Hand in hand selected innovative solutions that enable the use of H2 as alternative fuel and improve energy efficiency in the freight transport sector as described in the action plans will be piloted. The activities will contribute to greening, changing and reducing transport in the Rhine-Alpine Corridor, also inducing behavioural change of the logistic players. The Trans-European Transport corridor RALP is a functional area crossing 6 countries where a coordinated transnational approach is inevitable to accelerate all relevant processes in order to



achieve a carbon-free RALP. Such coordinated strategies and action plans for a functional transport corridor from the riparian regions is not known in any other European corridor. A transnational strategy for carbon-free transport developed and implemented by the responsible regions themselves will efficiently contribute to the overall goals of the EU as set out in the Green Deal and to the sustainable transport goals across several SDGs of the UN. The decision of the programme is expected in March 2023.

## 5. Outlook

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In 2023, the EGTC will kick-off its strategy update process – with or without the project Carbon-free RALP. “One corridor – One Strategy” was prepared during the EGTC parent project CODE24 in 2014. In 2017, the EGTC members updated the strategy paper. In the meantime, recent developments and plans on the European level have shown the need for an update of the EGTC strategy paper.

In the course of the strategy update, also the thematic focus groups may be adapted to the new focus topics selected. An action plan for an update of the management structure will be set up.

The EGTC will continue to express its position in the Corridor relevant networks on European level – e.g. by participating in the Corridor Forum, by communicating its position on relevant topics, especially the possible merger with the North Sea – Med Corridor in the new TEN-T layout.

Finally, the cooperation on the Corridor level will be kept alive by implementing our current projects and through physical and virtual events.

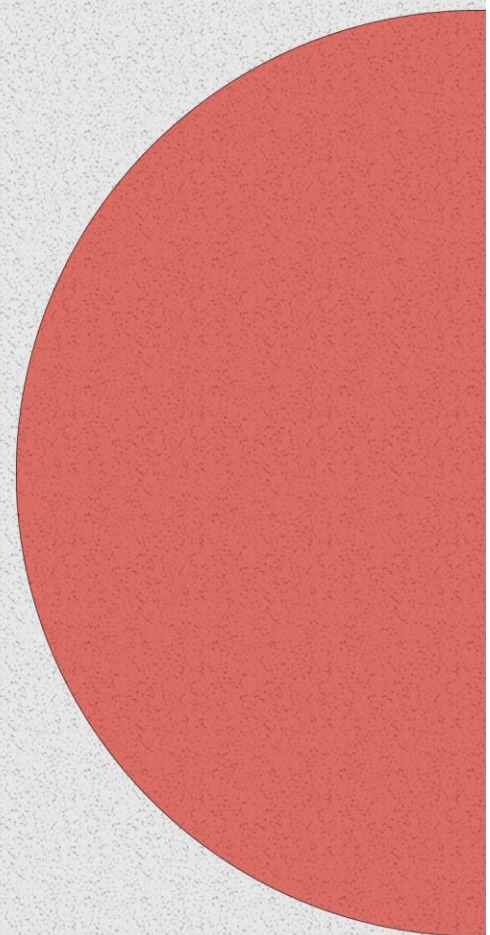
***Dr. Cecilia Braun***

***Director***

***March 2023***







Interregional  
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for the

**Rhine-  
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EGTC

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