



Ministerie van Infrastructuur en Milieu

## "De Europese ambitie van internationaal multimodaal goederenvervoer"

*Kansen provinciale/regionale projecten CEF/TEN-T subsidie?*

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RVO.nl dag CEF/TEN-T



TEN-T steun in het “juiste perspectief”:

**“Binnenhavens azen op  
subsidie TEN-T”**

**“Tientallen miljoenen EU-subsidie  
voor Nederlandse infraprojecten”  
Nieuwsbericht | 19-07-2013**

**“Grote pot geld voor  
binnenhavens”**



## Doel/inhoud presentatie:

- Context (Europees, nationaal)
- Beschikbare budget
- Geplande nationale aanvragen
- Kansen Nederlandse initiatieven
- Inpassing in corridor
- Coördinatie succesvolle aanvragen



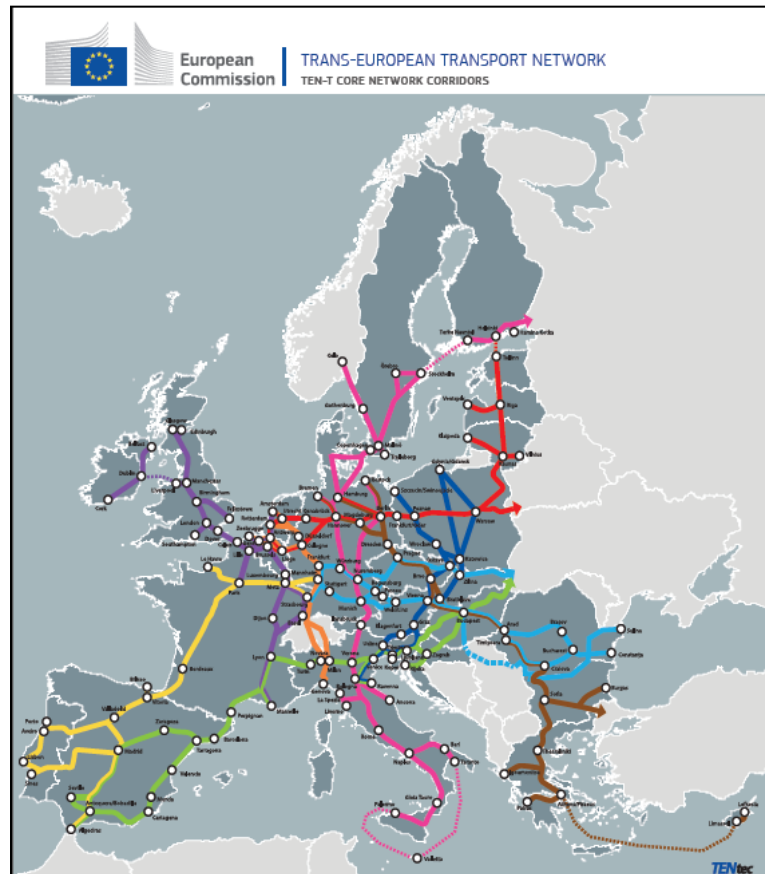


# Internationale goederenstromen in Europa



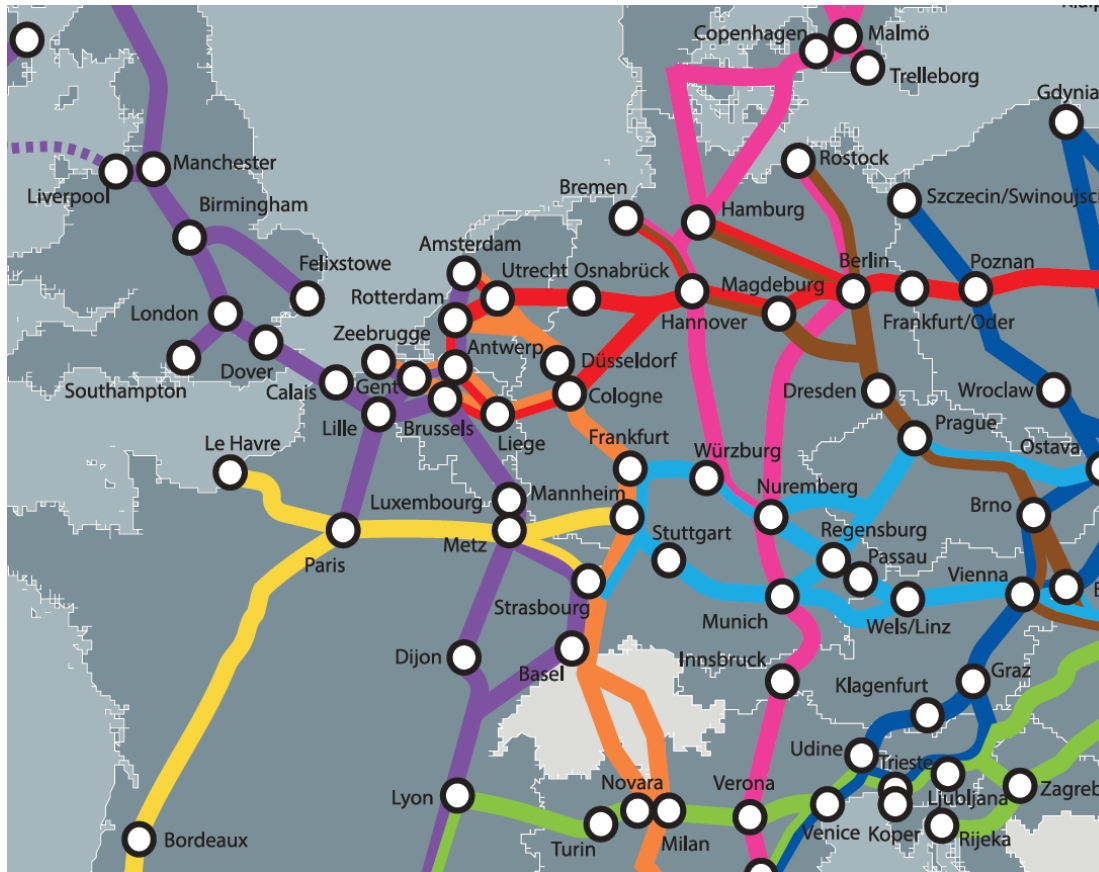


# Vertaling goederenstromen in TEN-T corridors





# Internationale TEN-T corridors in Nederland





# Vastgestelde core en comprehensive ports





# Doorvertaling internationale netwerk naar nationaal beleid (SVIR)







# Beschikbare CEF budget

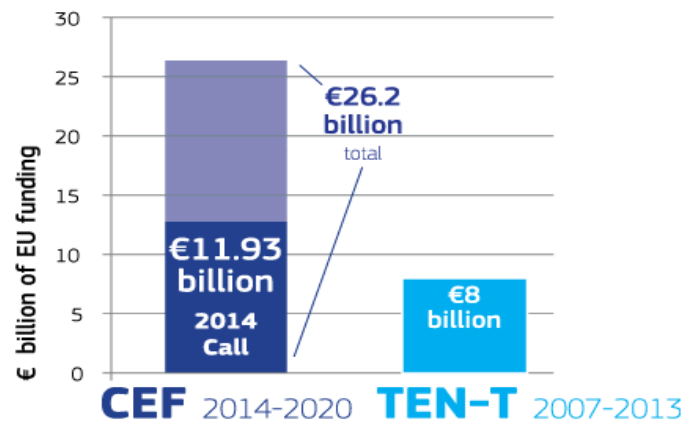
## 2014 CEF Transport Calls for Proposals

The 2014 CEF Transport Calls for Proposals, published on 11 September 2014, are the first calls under the CEF in the area of transport. CEF Transport is the successor of the TEN-T Programme.

**€11.93 billion has been allocated for the 2014 CEF Transport Call.**

CEF Transport: General context

The main objective of CEF Transport, as set out in the TEN-T Guidelines, is to help complete the TEN-T Core Network and its Corridors by 2030. A total budget of €26.2 billion has been allocated to co-fund TEN-T projects in the EU Member States for the period 2014-2020: more than three times the amount allocated to the predecessor TEN-T Programme (2007-2013). From this budget, €11.3 billion is reserved for projects in Member States eligible for the Cohesion Fund.



The vast majority of CEF funding will be directed at major *cross-border projects* and projects addressing main bottlenecks on the 9 *TEN-T multimodal Core Network Corridors*. Each Corridor will benefit from a coordinated implementation — with Corridor Work Plans and an innovative governance structure. The Corridors aim to become genuine forerunners of the Core Network implementation. In addition, funding will also be focussed on traffic management systems, to make the best use of the existing infrastructure. The CEF funds will be awarded mainly in the form of grants, but also through financial instruments.



# Call 2014:

| 2014 ANNUAL WORK PROGRAMME (Deadline for submission: 26 February 2015) |   |  |                           |
|--|---|--|---------------------------|
|  | Funding Objectives  | Priorities   | Maximum available budget* |
| <a href="#">Annual Call</a>  | <p>#1: Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections</p> <p>#2: Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimising safety</p> <p>#3: Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures</p> | <ul style="list-style-type: none"> <li>• Projects on the Core Network</li> <li>• Projects on the Comprehensive Network</li> <li>• Projects to connect with neighbouring countries</li> <li>• Innovation</li> <li>• Freight transport services</li> <li>• Rail freight noise</li> <li>• Telematic applications</li> <li>• Accessibility</li> <li>• Core Network Nodes</li> <li>• Multimodal logistics platform</li> </ul> | <b>€930 million</b>       |

| 2014 MULTI-ANNUAL WORK PROGRAMME (Deadline for submission: 26 February 2015) |  |   |                     |
|--|--|---|---------------------|
| <a href="#">Funding Objective 1</a>  | Removing bottlenecks and bridging missing links, enhancing rail interoperability, and, in particular, improving cross-border sections  | <ul style="list-style-type: none"> <li>• Core Network Corridors</li> <li>• Other sections of the Core Network</li> <li>• Rail Interoperability</li> <li>• ERTMS</li> </ul>  | <b>€6 billion</b>   |
| <a href="#">Funding Objective 2</a>  | Ensuring sustainable and efficient transport systems in the long run, with a view to preparing for expected future transport flows, as well as enabling all modes of transport to be decarbonised through transition to innovative low-carbon and energy-efficient transport technologies, while optimizing safety | <ul style="list-style-type: none"> <li>• Innovation</li> <li>• Safe and secure infrastructure</li> </ul>  | <b>€250 million</b> |
| <a href="#">Funding Objective 3</a>  | Optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures  | <ul style="list-style-type: none"> <li>• SESAR</li> <li>• RIS</li> <li>• ITS for road</li> <li>• Motorways of the Sea</li> <li>• Core Network Nodes</li> <li>• Multimodal logistics platform</li> </ul>                                   | <b>€750 million</b> |
| <a href="#">Funding Objective 4</a>  | Cohesion Fund allocation   | <ul style="list-style-type: none"> <li>• Core Network Corridors</li> <li>• Other sections of the Core Network</li> <li>• ERTMS</li> <li>• Innovation</li> <li>• Safe and secure infrastructure</li> <li>• Motorways of the Sea</li> </ul> | <b>€4 billion</b>   |

\* Includes Programme and Support Actions

**Total:**

**€11.93 billion**



## CEF prioriteiten *(bron: INEA)*

- Major **cross-border projects and projects addressing main bottlenecks on the 9 TEN-T multimodal Corridors**
- Pre-identified projects on the core network as well as other projects on the core and comprehensive network
- Implementation of the horizontal priorities
- New technologies and innovation
- Increasing the opportunity for private investment support
- Connect TEN-T network with neighbouring countries

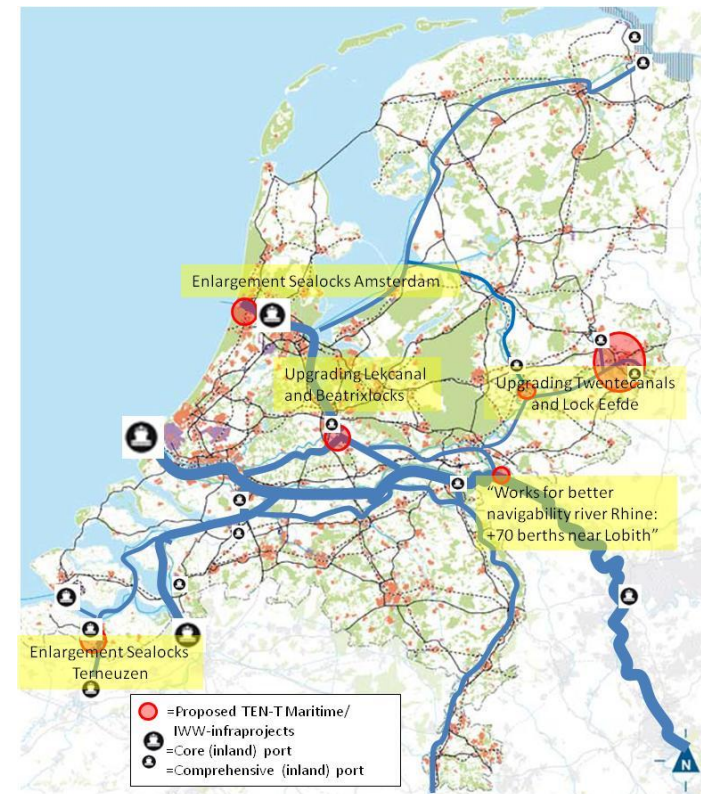


## Nationale projecten voor CEF/Ten-T subsidie (calls 2014-2015)

- Zeesluis IJmuiden
- Extra sluiskolk Beatrixsluis
- Extra sluiskolk sluis Eefde en upgrading Twentekanalen
- Maaswerken

Minder mature/mogelijk latere  
indiening:

- ERTMS
- Nieuwe zeesluis Terneuzen (Vlaanderen)
- Calandspoorbrug
- Overnachtingshaven Lobith





## Inland waterway/inland ports: general provisions infrastructure (*bron: INEA*)

- Priority for filling missing links, clearing important bottlenecks, deploying innovative technology, improving intermodal connections and developing smart infrastructure
- Sea and inland ports should receive particular attention as regards inland waterway-friendly access and facilities
- The ports are encouraged to strengthen cooperation and coordinate investment across TEN-T corridors



## Huidige situatie Nederlands multimodale knooppunten

- Ligging NL op 3 TEN-T corridors: belang multimodale knooppunten aantoonbaar
- NL binnenhavens liggen aan begin TEN-T corridors (grote vaarwegen en goederenstromen)
- Samenwerking met multimodale knooppunten in verdere achterland/buitenland voor NL gunstig (internationale dimensie)
- Goed NL trackrecord in realisatie tot nu toe ingediende projecten
- Grote concentratie NL binnenhavens (omvang en belang aanvraag groter)
- In NL veel ervaring ICT en betere benutting vaarwegen als gevolg van IDVV



## Kansen NL multimodale knooppunten

- Vooral kansen voor projecten gericht op **betere benutting** infrastructuur (o.a. ICT, zie IDVV en Beter Benutten), pas daarna aanleg
- **Samenwerking** NL en buitenlandse knooppunten met Europees belang
- **PPS constructies** multimodale knooppunten (NL voorloper)
- Projecten ICT en betere benutting infrastructuur (zie IDVV en Beter Benutten)
- **Koppeling** meerdere doelstellingen Commissie in een aanvraag
- *PM: Het rijk zal regionale/private TEN-aanvragen alleen administratief doorgeleiden naar de EC en deze regionale projecten niet actief/expliciet ondersteunen. De indiener is daarvoor zelf verantwoordelijk*



## Bepalende factor: “maturity” van het project

- Project moet passen binnen CEF beleidsdoelen (ligging op TEN-T netwerk, corridors, prioriteiten etc)
- Voldoende kwaliteit en “maturity” van project (financieel en juridisch solide/haalbaar, RO-procedures doorlopen, binnen CEF periode 2014 – 2020 te realiseren etc.)
- Project dient te passen binnen het nationale beleid (of er in ieder geval niet tegenin gaan)





## Coördinatie aanvragen

- RVO.nl: vraagbaak, advies, praktische informatie
- NVB: coördinatie en advies binnenhavens
- Prorail: coördinatie en advies spoor
- IenM: nationale coördinatie (beleidsmatig)



## Informatie over CEF calls 2014

<http://inea.ec.europa.eu/>

2014 CEF Transport call helpdesk:  
INEA-CEF-transport-calls-  
2014@ec.europa.eu



Vragen, ideeën en discussie?



*Dank voor uw aandacht!*