

## D.T1.1.1

# Analysis of policy initiatives

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The basis for the development of green  
Nodes

Version 1  
01 2020

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## 1. Introduction

The activity A.T1.1 of WPT 1 has the scope to provide nodes with a clear picture of funding opportunities for their development and to present some best practices applied in the last years. This to help nodes to adopt a new strategic approach for their development plan, integrating the phase of planning, design and fund raising together.

The objective will be achieved through a path of three deliverables, strictly related among them, that will cover all the three aspects starting from policies (D.T1.1.1), assessing funding lines (D.T.1.1.2), presenting best practices (D.T 1.1.3).

The present deliverable D.T1.1.1 focuses on the process concerning Ten-T policy at EU, national and local level, through a mapping of the current experiences of the “Intergreen nodes” Partners on the access to TEN-T through the investigation of the past and current projects implemented under the CEF (Connecting Europe Facility) program. The aim is to provide the next project activities with a starting line on the internal experiences of the Project’s consortium on the topic of the EU funding under the TEN-T.

The CEF program is in fact “*a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level*”. Among the three CEF sector the CEF Transport is included, with a total budget of 24.05 Billion Euro for the period 2014-2020. Concerning the countries involved in the Intergreen projects (source CEF website):

- German beneficiaries participate in 111 projects and receive €2.3 billion in CEF Transport co-funding, with investments in these projects of €6.7 billion
- Hungarian beneficiaries participate in 45 projects and receive €1.1 billion in CEF Transport co-funding (out of which €1.07 billion come from the Cohesion envelope), with investments in these projects of €1.3 billion
- Italian beneficiaries participate in 81 projects and receive €1.6 billion in CEF Transport co-funding, with investments in these projects of €4.1 billion
- Slovenian beneficiaries participate in 37 projects and receive €331.2 million in CEF Transport co-funding, (out of which €174.5 million come from the Cohesion envelope), with investments in these projects of €1 billion

The majority of the projects in all the countries focuses on Pre-identified projects on the Core Network corridors and in terms of the main transport mode considered within projects most of them focused on rail.

Propaedeutic to this internal survey, as first step, in order to outline a shared picture of the policy framework evolution over the years concerning the TEN-T corridors, the deliverable provides a summary of the general framework for the TEN-T process, starting from the ‘90s concept of corridors and the ongoing discussion at EU level, through a desk-research on the main official references at EU level.

As a second step, UCV (PP3) has outlined a questionnaire in order to review and map the experiences of partners and indeed surveyed the Project’s Partners through an interview to cover all the data about the CEF projects implemented (i.e. process of decision making at national level, process for the selection and prioritization of the selected investments, procedures for the negotiation of the funds, etc.). Data collection has been carried out from October to November 2019.



## 2. Framework for the TEN-T process

InterGreen-Nodes focuses on Transport nodes as nucleus, start and ending point for the freight transport. Critical difficulties of freight transport management affect the main terminal and nodes of the central Europe area due to lack of communication between transport stakeholders and capacity restraints.

*“Facilitating the alignment between regional interest and EC recommendations of freight transport and regional development”* InterGreen-Nodes aims to improve coordination among planning authorities and freight transport stakeholders *“to increase multimodal and sustainable freight solution for deployment in the CE region.”*

The present report is part of the WP1 “Fostering impact by policy involvement” whose purpose is to establish “reciprocal information flows and appropriate context between EU and local actor in order to reduce gap between the communication of relevant information on the developing green, intermodal, last mile freight transport in urban areas and their broader implication”.

Within this aim the main topics discussed are the following:

- Analysis of the legislative context of the Trans-European transport network policy, describing the evolution of its regulative framework concerning structure and objective of the policy and the relationship with the current goals for a European transport system;
- Analysis of the Core Network Corridors, as defined by the current regulation UE 1315 of 2013. Given a description of the nine corridors the attention moves to the political process at the European level that lead to the definition of the relative work plans.
- Last focus is then addressed to analysis the role of the urban nodes as fundamental element for the intermodality as defined by the guidelines of the Regulation UE 1315/2013.

Established in 1993 through the Maastricht Treaty, the implementation of a Trans-European transport network policy (Ten-t) for a modern and integrated transport system contributes to strengthen the EU’s global competitiveness.<sup>1</sup>

While at the beginning the planning of the Ten-T was strongly connected with the political project for the establishment of a European single market, nowadays the importance of the development of a common transport network is relevant to face the challenges for a sustainable, smart and inclusive growth.<sup>2</sup> As defined at the article 170 of the Treaty on the Functioning of the European Union (TFUE) the setting of a trans-European network in the field of transport contribute to achieve the objectives referred to the article 26 and 174 of TFUE related with the functioning of the internal market and the promotion of a harmonious development and the reduction of regional disparities.

After the promotion of an integrated approach for the future development of the transport policy through investments for multimodality and inter-operability<sup>3</sup>, in 1996 the first steps were moved into the direction for a common transport network.

The approval of the decision 1692/96/CE then set the first guidelines *“covering the objectives, priorities and broad lines of measures envisaged in the area of the trans-european transport network”*<sup>4</sup> referred to a list project of common interest previously identified by the Chistophersen working group. Including

<sup>1</sup> [https://ec.europa.eu/transport/themes/infrastructure\\_en](https://ec.europa.eu/transport/themes/infrastructure_en)

<sup>2</sup> Ibidem.

<sup>3</sup> White Paper 1992

<sup>4</sup> Article 1 decisine 1692/1996



transport infrastructure, traffic management systems and positioning and navigation system, its implementation was planned by 2010 with the following and multiple objectives:

- Ensure the sustainable mobility of persons and goods within an area without internal frontiers
- Offer users high-quality infrastructure on acceptable economic terms
- Include all modes of transport, taking account of their comparative advantages
- Allow the optimal use of existing capacities
- Be, insofar as possible, interoperable within modes of transport and encourage intermodality between the different modes of transport
- Be, insofar as possible, economically viable
- Cover the whole territory of the member states of the community so as to facilitate access in general, link island, landlocked and peripheral regions to the central regions and interlink without bottlenecks the major conurbations and regions of the Community
- Be capable of being connected to the networks of the European Free Trade Association

In this first act of guidelines, the network included a list of fourteen projects<sup>5</sup> previously adopted by the European Council on December 1994:

*Priority Project List, Decision No 1692/96:*

1. High-speed train/combined transport north-south
2. High Speed train (Paris-Brussels-Cologne-Amsterdam-London)
3. High-speed train south
4. High-speed train east
5. Conventional rail/ combined transport: Betuwe line
6. High-speed train/combined transport France-Italy
7. Greek motorways
8. Motorway Lisbon- Valladolid
9. Conventional rail link: Cork-Dublin-Belfast-Larne-Stranraer
10. Malpensa Airport (Milan)
11. Fixed rail/road link between Denmark and Sweden including access routes for road, rail, air
12. Nordic triangle (rail/road)
13. Ireland/United Kingdom/Benelux Road link
14. West Coast main line (rail)

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<sup>5</sup> Annex I Decision No 1692/96



As underlined by the European Commission with White Paper of 2001 *“European transport policy for 2010: time to decide”* the build was slowly, emphasizing the critical mismatch between objectives and financial means. It also underlined how the proposed enlarged, planned for 2004, would have caused a significant increment of the traffic volume on road and rail infrastructure so that a fill of the missing links in the network was necessary to solve the inefficiency and congestion problems.

An important reform took place with the approval of the decision No. 884/2004, concerning the definition of new guidelines and a list of priority projects. Referring to the normative framework, this second act included two elements of innovation.

A maritime dimension of the Ten-T was introduced through the article 12a which established the Motorways of the sea in order to *“concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between member states so as to reduce road congestion and/or improve access to peripheral and island regions and States”*.

Furthermore, the introduction of the section 10a aimed at the reinforcement of the coordination between member states introducing a European Coordinator *“in order to facilitate the coordinated implementation of certain projects, in particular cross-border projects or sections of cross-border projects included among the projects declared to be of European interest”*.<sup>6</sup> Designated by the Commission, in agreement with the European Parliament, his activities included:

- The promotion “in cooperation with the Member States concerned, joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects;
- The annual reporting to the European Parliament, the Commission and the Member States about progress achieved in the implementation of the projects for which is responsible, new regulatory or other developments which could affect the characteristics of the projects;
- The consultation, “together with the Member States concerned” of “regional and local authorities, operators, transport users, and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding.”

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<sup>6</sup> Art, 17° decision No 884/2004



As following, the Annex III, defined the new list forming the priority projects:

Priority Project List, Annex III Decision No 884/2004

1. Railway axis Berlin-Verona/Milan-Bologna-Napels-Messina-Palermo
2. High-speed railway axis Paris-Brussels/Brussels-Cologne-Amsterdam-London
3. High-speed railway axis of south west Europe
4. High-speed railway axis east
5. Betuwe line
6. Railway axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border
7. Motorway axis Igoumentisa/Patra-Athina-Sofia-Budapest
8. Multimodal axis Portugal/Spain-rest of Europe
9. Railway axis Cork-Dublin-Belfast-Stranraer
10. Malpensa
11. Oresund fixed link
12. Nordic triangle railway/road axis
13. UK/Ireland/Benelux road axis
14. West coast main line
15. Galileo
16. Freight railway axis Sines-Madrid-Paris
17. Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava
18. Thine/Meuse-Main-Danube inland waterway axis
19. High-speed rail interoperability on the Iberian peninsula
20. Fehmarn Belt railway axis
21. Motorways of the sea
22. Railway axis Athina-Sofia-Budapest-Vienna-Prague-Nurnberg/Dresden
23. Railway axis Ddansk-Warsaw-Brno/Bratislava-Vienna
24. Railway axis Lyon/Genoa-Basel-Duisburg-Rotterdam/Antwerp
25. Motorway axis Gdansk-Brno/Bratislava-Vienna
26. Railway/road axis Ireland/United Kingdom/continental Europe
27. Rail Baltica axis Wrsa-Kaunas-Riga-Tallinn-Helsinki
28. Eurocaprail on the Brussels-Luxembourg-Strasbourg railway axis
29. Railway axis of the Ionian/Adriatic intermodal corridor
30. Inland waterway Seine-Scheldt



In 2009 the European Commission launched another review of the Ten-T policy, through the Green Paper “Towards a better integrated transeuropean transport network at the service of the Common transport policy”<sup>7</sup>. In particular with that communication was proposed the overcoming of priority projects approach, which characterized the previous framework, substituting it with a real common strategy for a priority network defined upon geographical criteria.

In 2009 the European Commission launched another review of the Ten-T policy, through the Green Paper “Towards a better integrated transeuropean transport network at the service of the Common transport policy”<sup>8</sup>. In particular with that communication was proposed the overcoming of priority projects approach, which characterized the previous framework, substituting it with a real common strategy for a priority network defined upon geographical criteria.

In 2013 the approval of the Regulation 1315/2013 established the new framework. Following the Green Paper of 2009, the article 6 established the move to a dual-layer trans-european transport network structure, composed by a comprehensive and a core network.

The comprehensive network, to complete into 2050 “shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the efficient and socially and environmentally sustainable use of such infrastructure”. Instead, the core network developed into 2030, “shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives for the development of the trans-European transport network”.

Solving to the historical lack or shortage of coordination among the member states for the implementation of projects, an essential element introduced by this last regulation is represented by the definition of nine corridors of the Core Network as “an instrument to facilitate the coordinate implementation of the core network”.<sup>9</sup>

They are focused on modal integration, interoperability and a coordinated development of infrastructure, in particular in cross-border sections and bottlenecks and they “enable Member States to achieve a coordinated and synchronised approach with regard to investment in infrastructure, so as to manage capacities in the most efficient way. The core network corridors shall support the comprehensive deployment of interoperable traffic management systems and, where appropriate, the use of innovation and new technologies”.

Covering the most important long-distance flows in the core network they are intended “to improve cross-border links within the Union”. For this this reason their main characteristic is the multimodality, including all transport modes and so they “cross at least two borders and, if possible, involve at least three transport modes, including, where appropriate, motorways of the sea.” More in deep, are considered nodes of the core network:

- a) Urban nodes, including their ports and airports;
- b) Maritime ports and inland waterways ports;
- b) Border crossing points to neighbouring countries;
- c) Rail-road terminals;
- d) Passenger and freight airports.

The list of the nine corridors defined, included in the Regulation UE 1316/13, is the following:

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32013R1316>

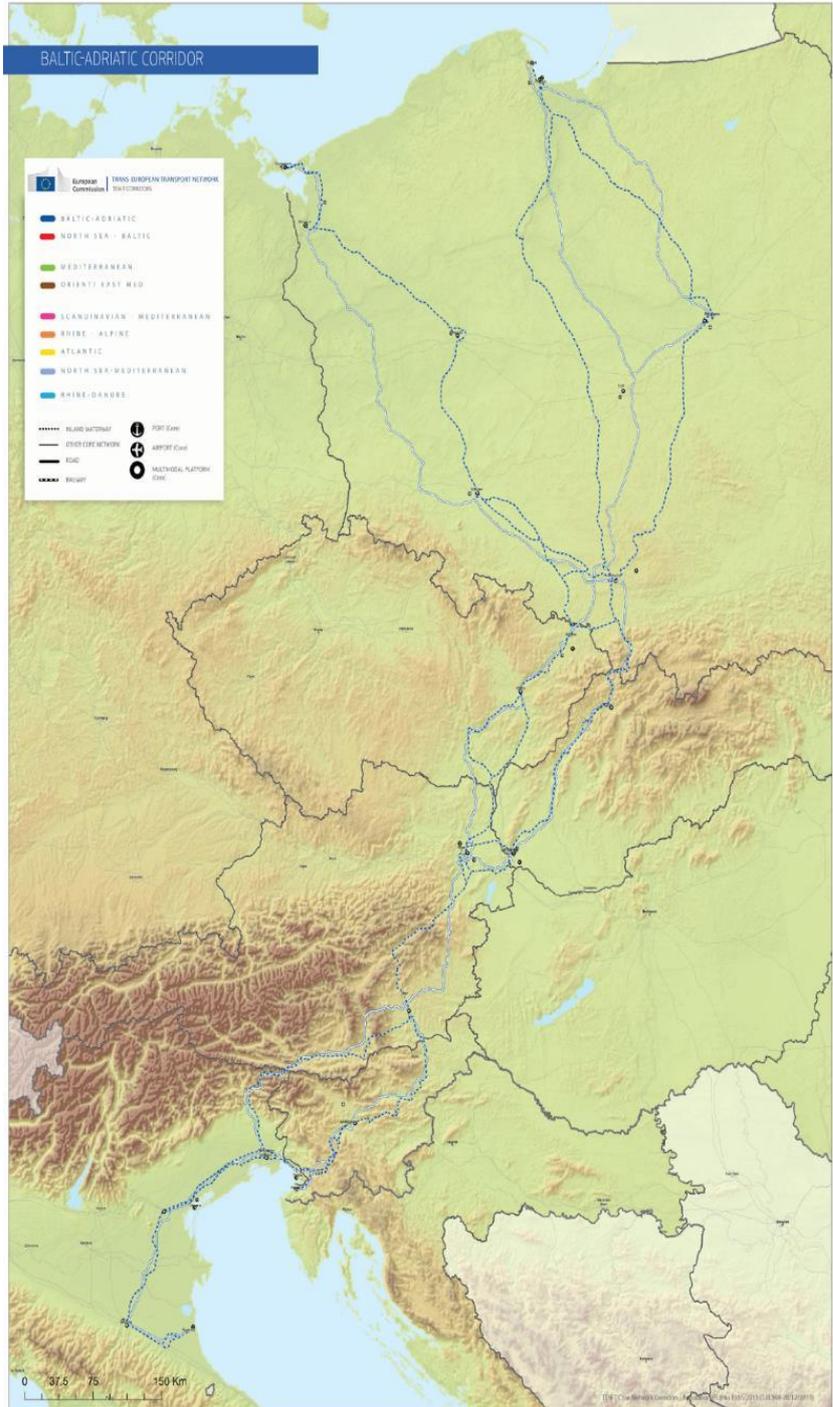
<sup>7</sup> COM (2009) 44 final

<sup>8</sup> COM (2009) 44 final

<sup>9</sup> (Article 42.1 Regulation 1315/2013)

## 1. Baltic-Adriatic:

Considered as one of the most important trans-European road and railway axes, connecting the Baltic with the Adriatic Sea, through industrialized areas between Southern Poland (Upper Silesia), Vienna and Bratislava, the Eastern Alpine region and Northern Italy.



*Figure 1: Baltic-Adriatic corridor*

## 2. North Sea-Baltic:

It connects the ports of the Eastern shore of the Baltic Sea with the ports of the North Sea. The corridor will connect Finland with Estonia by ferry, provide modern road and rail transport links between the three Baltic States on the one hand and Poland, Germany, the Netherlands and Belgium on the other. Between the Odra River and German, Dutch and Flemish ports, it also includes inland waterways, such as the "Mittelland-Kanal".

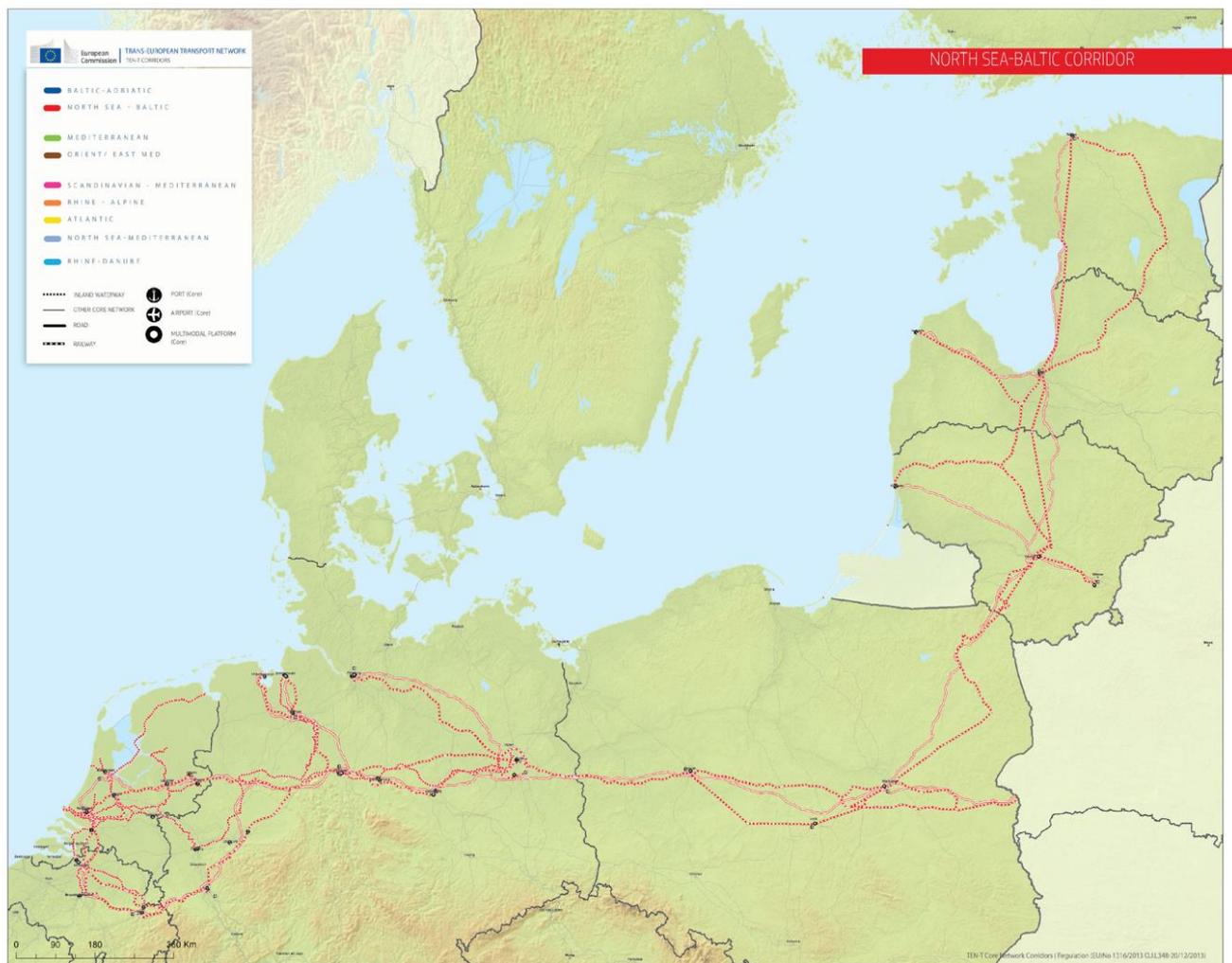


Figure 2: North Sea-Baltic corridor

## 3. Mediterranean

It links the Iberian Peninsula with the Hungarian-Ukrainian border. It follows the Mediterranean coastlines of Spain and France, crosses the Alps towards the east through Northern Italy, leaving the Adriatic coast in Slovenia and Croatia towards Hungary.



Figure 3: Mediterranean corridor

#### 4. Orient/East-Med

It connects the maritime interfaces of the North, Baltic, Black and Mediterranean Seas, allowing optimising the use of the ports concerned and the related Motorways of the Sea. Including Elbe as inland waterway, it will improve the multimodal connections between Northern Germany, the Czech Republic, the Pannonian region and Southeast Europe. It extends, across the sea, from Greece to Cyprus.

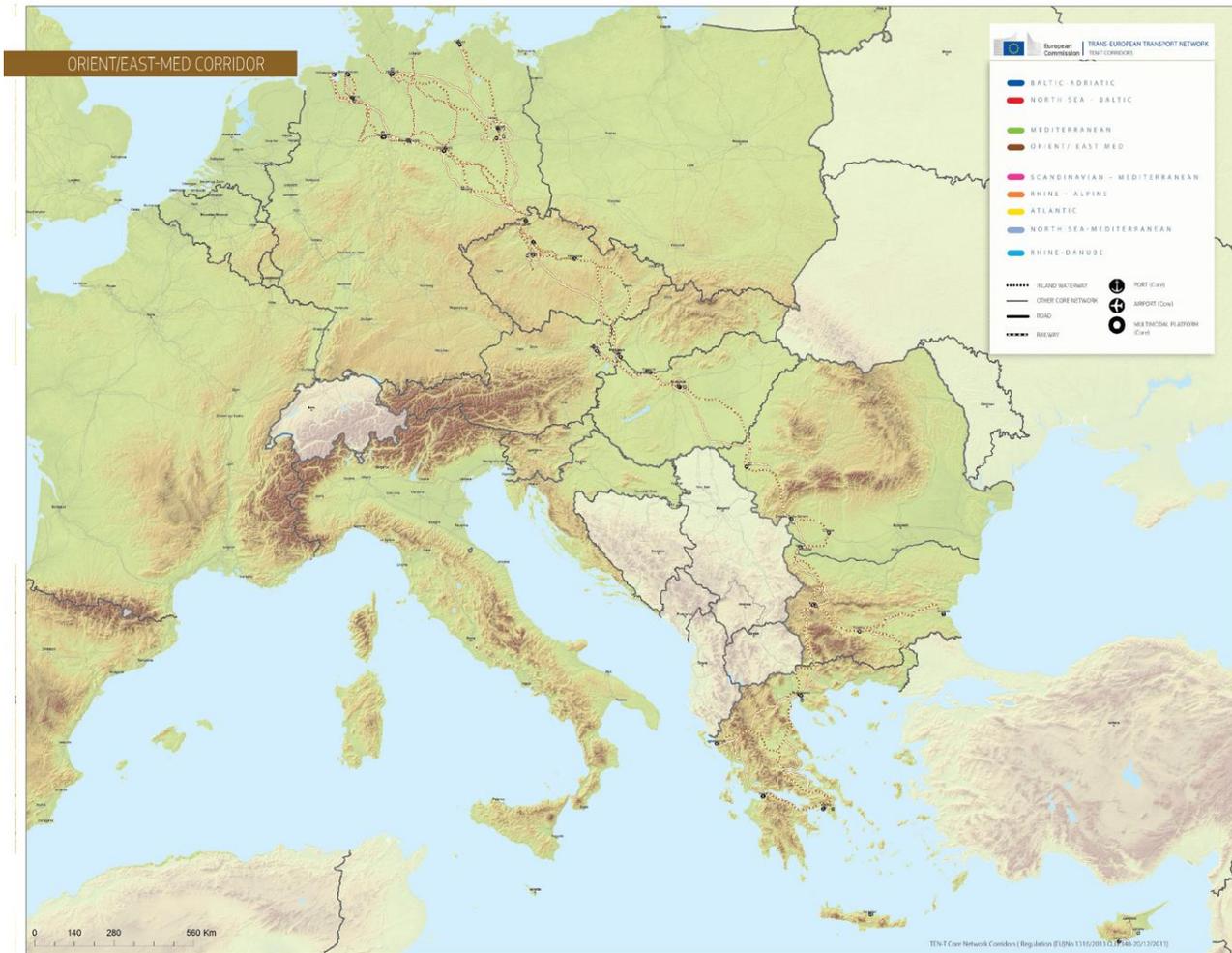


Figure 4: Orient/East-Med corridor

## 5. Scandinavian-Mediterranean

It is a crucial north-south axis for the European economy. Crossing the Baltic Sea from Finland to Sweden and passing through Germany, the Alps and Italy, it links the major urban centres and ports of Scandinavia and Northern Germany to continue to the industrialised high production centres of Southern Germany, Austria and Northern Italy further to the Italian ports and Valletta.

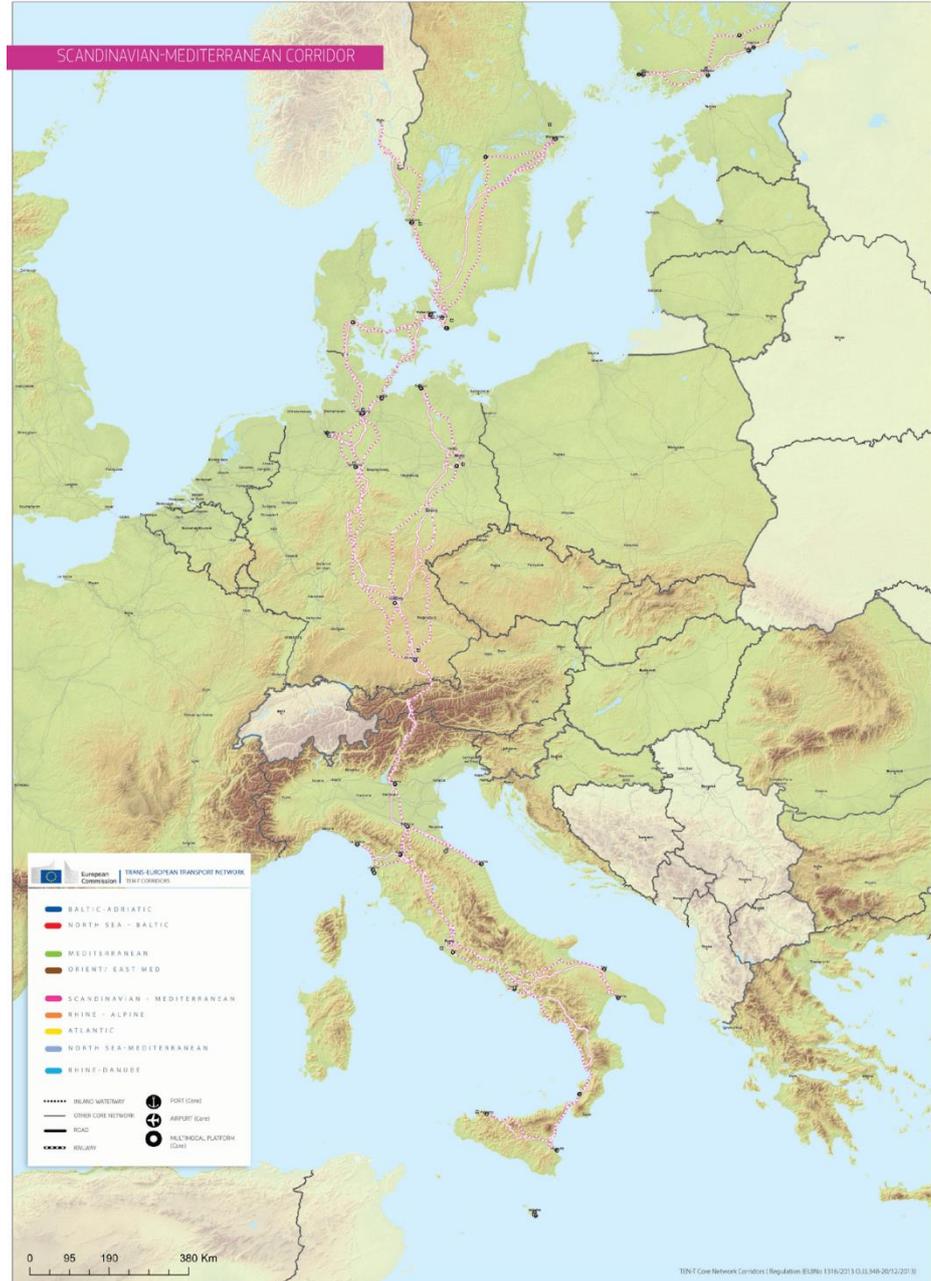


Figure 5: Scandinavian-Mediterranean corridor

## 6. Rhine-Alpine

It represents one of the busiest freight routes of Europe, connecting the North Sea ports of Rotterdam and Antwerp to the Mediterranean basin in Genoa, via Switzerland and some of the major economic centres in the Rhein-Ruhr, the Rhein-Main-Neckar, regions and the agglomeration of Milan in Northern Italy. This multimodal corridor includes the Rhine as inland waterway. Key projects are the base tunnels, partly already completed, in Switzerland and their access routes in Germany and Italy.

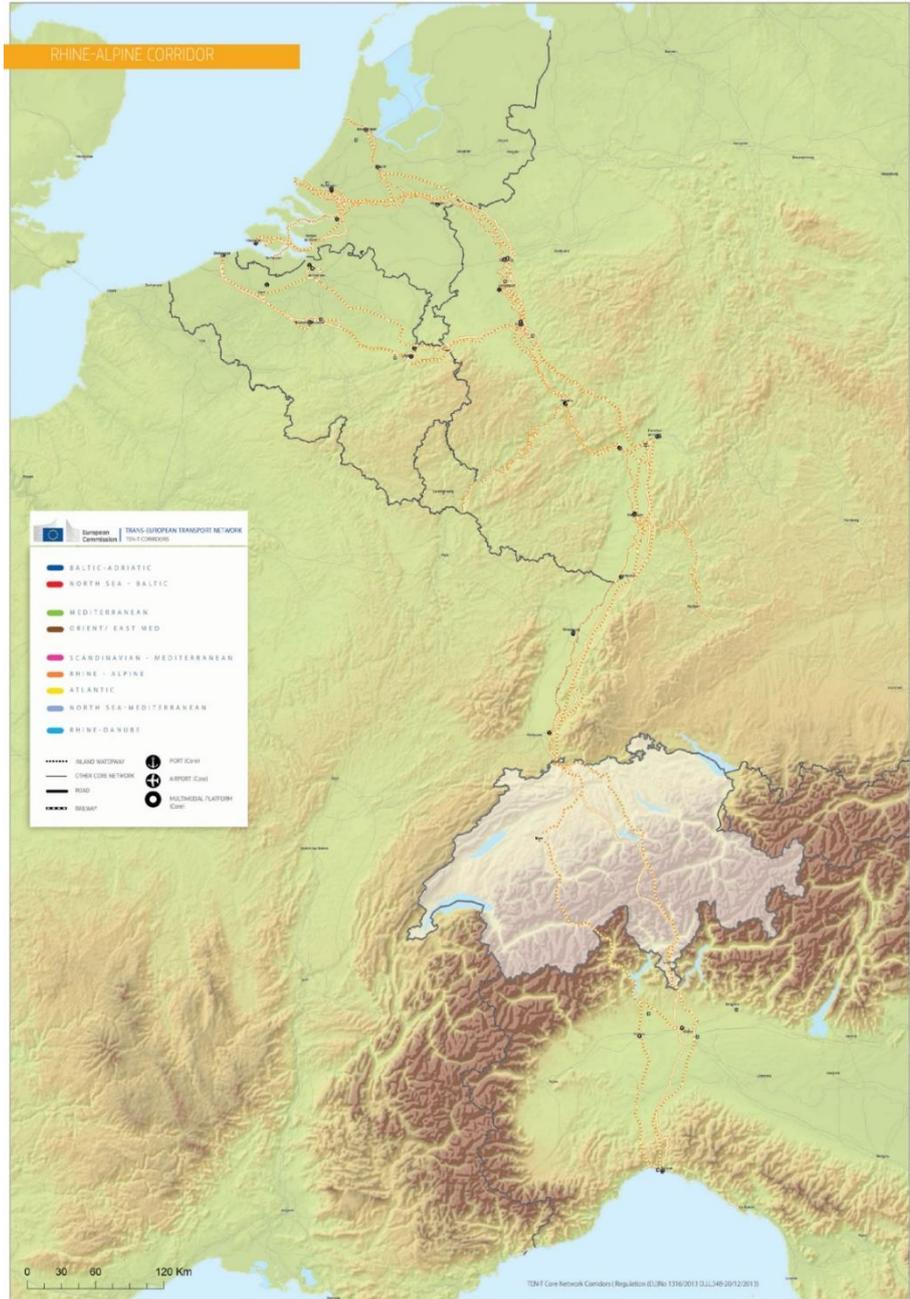


Figure 2: Rhine-Alpine corridor



## 7. Atlantic

Links the Western part of the Iberian Peninsula and the ports of Le Havre and Rouen to Paris and further to Mannheim/Strasbourg, with high speed rail lines and parallel conventional ones, including also the Seine as inland waterway. The maritime dimension plays a crucial role in this corridor.



Figure 6: Atlantic corridor

## 8. North Sea-Mediterranean

It stretches from Ireland and the north of UK through the Netherlands, Belgium and Luxembourg to the Mediterranean Sea in the south of France. This multimodal corridor, comprising inland waterways in Benelux and France, aims not only at offering better multimodal services between the North Sea ports, the Maas, Rhine, Scheldt, Seine, Saone and Rhone river basins and the ports of Fos-sur-Mer and Marseille, but also better interconnecting the British Isles with continental Europe.

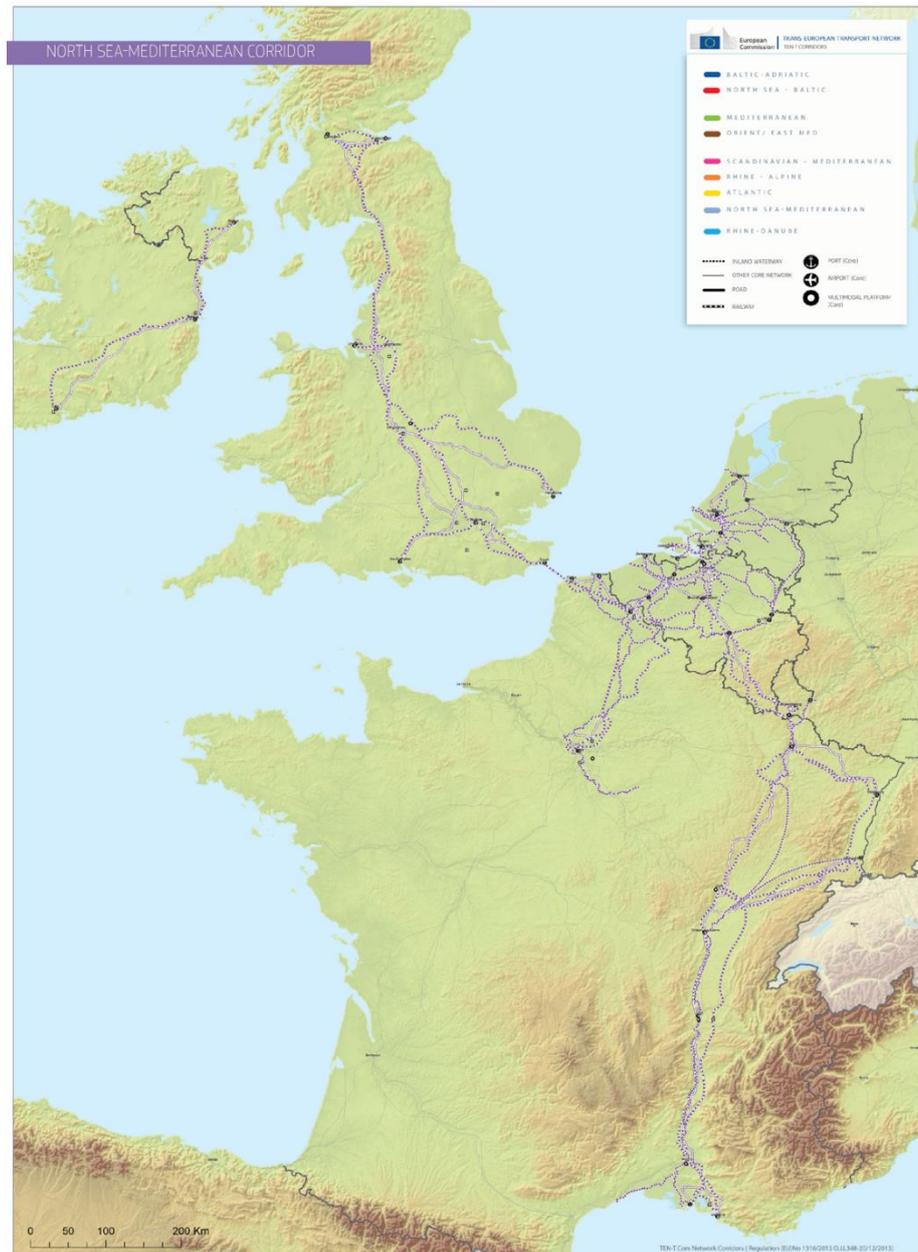


Figure 2: North Sea-Mediterranean corridor

## 9. Rhine Danube

Through the Main and Danube waterway as its backbone, connects the central regions around Strasbourg and Frankfurt via Southern Germany to Vienna, Bratislava, Budapest and finally the Black Sea, with an important branch from Munich to Prague, Zilina, Kosice and the Ukrainian border.

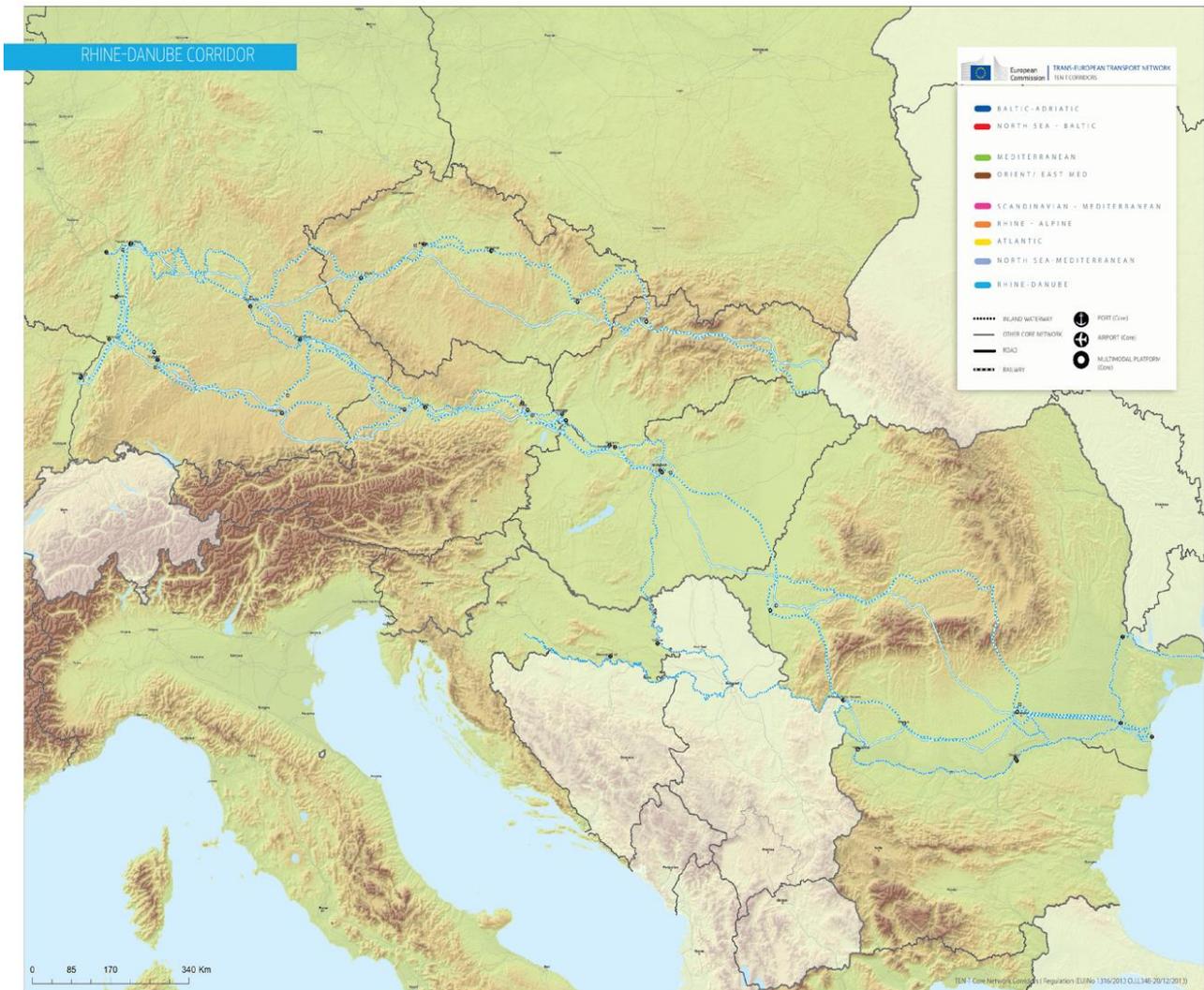


Figure 7: Rhine Danube corridor



The support for a coordinated implementation of the core network corridors and for the two horizontal priorities, Motorways of the sea and the European Rail Traffic Management System (ERTMS), is given by the designation of a relative European Coordinator by the European Commission, in agreement with the Member States after consulting the European Parliament and the Council.<sup>10</sup> The assignment of the nine corridors' coordinators and the two horizontal priorities (ERTMS and Motorways of the Sea) took place in March 2014 for the period 2014-2018<sup>11</sup>, followed by a new board management in 2018. Main activities of the European Coordinators are:

- a) Support to the coordinated implementation of the core network corridor concerned, and in particular the timely implementation of the work plan for that core network corridor;
- b) Definition of a corridor work plan together with the Member States and monitor its implementation
- c) Report to the Member States, to the Commission and to all other entities directly involved in the development of the core network corridor on any difficulties encountered and, in particular when the development of a corridor is being impeded
- d) Examine the demand for transport services, the possibilities of investment funding and financing and the steps to be taken and the conditions to be met in order to facilitate access to such funding or financing, and give appropriate recommendations.

Each work plan, submitted by the European Coordinator to the Member States, analyses the development of the corridor<sup>12</sup>. More in detail each work plan gives a description about:

- The deployment of interoperable traffic management systems;
- A plan for the removal of physical, technical, operational and administrative barriers between and within transport modes and for the enhancement of efficient multimodal transport and services;
- Where appropriate, measures to improve the administrative and technical capacity to conceive, plan, design, procure, implement and monitor projects of common interest;
- The possible impacts of climate change on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change;
- Measures to be taken in order to mitigate greenhouse gas emissions noise and, as appropriate, other negative environmental impacts.

The definition of the work plan and the overall governance of each corridor and the two horizontal priorities by the proper coordinator is assisted by a Corridor Forum, established and chaired by the European Coordinators.<sup>13</sup> The activity of each corridor forum in the preparation of the work plans was supported by nine corridor studies as scientific basis for the definition of the work plans. In particular, a series of consultant groups worked for the implementation of the following tasks:

- Identification of stakeholders to be involved in the corridor activities;
- Collection and review of all relevant and existing studies on the corridor as a whole or on sections and parts of the corridor
- Analysis of relevant data on the infrastructure parameters and encoding of this data in the TENtec database

<sup>10</sup> Article 45 Regulation 1315/2013.

<sup>11</sup> Commission Decision C (2014) 1568 final, 12 March 2014.

<sup>12</sup> Article 47 Regulation 1315/2013

<sup>13</sup> Article 46 Regulation 1315/2013



- Preparation of all elements of the study of the core network corridor, as the corridor alignment, a transport market study, the definition of critical issues along the corridor and the corridor objectives as well as a list of planned investments.

This process took place in 2014 with the participation of relevant stakeholders including:

- Member States representatives
- Representatives of infrastructure manager/authorities of all transport modes
- Regions, EU macro regions, European Groupings of Territorial Cooperation, and other territorial representatives.

Four Corridor Forum meetings were developed throughout 2014. The First Forum meeting with the Member States representatives in April 2014 served as official kick-off of the corridor activities aimed to the identification of the possible stakeholders to be involved in upcoming meetings and the timing for the elaboration of the corridor work plan and related study. Furthermore it was also the occasion to identify the infrastructure belonging to the corridor. This meeting was followed by a second one in June 2014 which topic was a detailed discussion to outline the corridors extended to rail infrastructure managers, ports and inland waterway authorities.

A third Forum meeting was held at the beginning of October 2014 with the participation of representatives of the regions and the airports and road infrastructure managers, in addition to the previously involved stakeholders. They were also presented the first results of the multi-modal transport market studies.

The Fourth meeting took place in mid-November 2014 in order to conclude the analysis of each of the nine core network corridors and the final study which lead up to the work plans.

In addition to the four corridor forum, two working groups were also organized and dedicated to ports and inland waterways and to regions.

On December 2014 each work plan was submitted by the Coordinators to the Member States. Based on objectives and general priorities of the TEN-T network, stated in Regulation (EU) 1315/2013, the nine work plans had a common and coherent structure which is resulted from the coherent approach applied for the elaboration of the nine corridor studies. Then, they included the description of the corridor's characteristics for each mode of transport an analysis of the compliance for the required technical infrastructure parameters and the identification of bottlenecks, missing links, cross-border mismatches and level of infrastructure development in each Member States, if possible, in third countries too. All these elements were presented not only referring for the only development of a single infrastructure but taking into account the achievement of overall results in terms of interoperability, multimodality and sustainability.

Furthermore, the work plans also included an extensive list of projects, playing an important role for multiple aspects:

- The identification of the direction of the works
- The proposal of mature and complementary actions
- The definition of the works in terms of costs and a realistic timeline.

As previously noted the network is focused on the of concept of urban nodes *“in accordance with Union aims regarding sustainable urban mobility”* as *“starting point or final destination for passengers and freight moving on the trans-european transport network and are points of transfer within or between different transport modes”*. Regarding to the Core network the most important urban nodes, ports and airports have been identified wherever possible *“connected with multimodal links as long as they are economically viable, environmentally sustainable and feasible until 2030”*.



As stated by the guidelines in order to develop the comprehensive network in urban nodes, Member States shall aim to ensure:

- Interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network;
- Adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node;
- Seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres;
- Mitigation of the exposure of urban areas to negative effects of transiting rail and road transport;
- Promotion of efficient low-noise and low-carbon urban freight delivery.

The list of nodes of the core network is set by the Annex II of the Regulation UE 1315/2013, including:

- Urban nodes, and their ports and airports;
- Maritime ports and inland waterways ports;
- Border crossing points to neighbouring countries;
- Rail-road terminals;
- Passenger and freight airports

Urban nodes of the core network:

Belgium	<i>Antwerpen Bruxelles</i>
Bulgaria	<i>Sofia</i>
Czech Republic	<i>Ostrava Praha</i>
Denmark	<i>Aarhus Copenhagen</i>
Germany	<i>Berlin Bielefeld Bremen Düsseldorf Frankfurt am Main Hamburg Hannover Köln Leipzig Mannheim München Nürnberg Stuttgart</i>
Estonia	<i>Tallinn</i>



Ireland	<i>Baile Átha Cliath/Dublin Corcaigh/Cork</i>
Greece	<i>Athens Heraklion Thessaloniki</i>
Spain	<i>Barcelona Bilbao Las Palmas de Gran Canaria/Santa Cruz de Tenerife Madrid Palma de Mallorca Sevilla Valencia</i>
France	<i>Bordeaux Lille Lyon Marseille Nice Paris Strasbourg Toulouse</i>
Croatia	<i>Zagreb</i>
Italy	<i>Bologna Cagliari Genova Milano Napoli Palermo Roma Torino Venezia</i>
Cyprus	<i>Lefkosía</i>
Latvia	<i>Rīga</i>
Lithuania	<i>Vilnius</i>
Luxembourg	<i>Luxembourg</i>
Hungary	<i>Budapest</i>
Malta	<i>Valletta</i>
Netherlands	<i>Amsterdam Rotterdam</i>
Austria	<i>Wien</i>
Poland	<i>Gdańsk Katowice</i>



	<i>Kraków Łódź Poznań Szczecin Warszawa Wrocław</i>
Portugal	<i>Lisboa Porto</i>
Romania	<i>București Timișoara</i>
Slovenia	<i>Ljubljana</i>
Slovakia	<i>Bratislava</i>
Finland	<i>Helsinki Turku</i>
Sweden	<i>Göteborg Malmö Stockholm</i>
United Kingdom	<i>Birmingham Bristol Edinburgh Glasgow Leeds London Manchester Portsmouth Sheffield</i>

Airports, maritime ports, inland ports and rail-road terminals of the core and comprehensive network (see ANNEX I).



### 3. Mapping of Intergreen Nodes Ten-T funds

#### 3.1. Survey

The survey on the Intergreen nodes’s Consortium aimed at mapping the experiences of the project’s partners in the implementation of TEN-T funds, through the projects implemented under the CEF program of the European Commission. The investigated partners are shown in the table below, matched with the respective “node” of the TEN.T core network.

INTERGREEN TRANSPORT NODE	SURVEYED PARTNER
Port of Berlin	PP4 - Berliner Hafen N- und Lagerhausgesellschaft mbH BEHALA
Port of Rostock	PP5 - Rostock Port GmbH
Port of Venice	PP7 - Autorità di Sistema Portuale del Mare Adriatico Settentrionale NASPA
Interporto di Bologna	PP8 - Consorzio IB Innovation
Port of Budapest	PP10 - FBL - Freeport of Budapest Logistics Ltd.
Port of Koper	PP13 - Luka Koper, pristaniski in Logisticni sistem, d.d.

*Table 1: Surveyed Partners of the Intergreen nodes project*

From a methodological point of view, the survey was carried out through a questionnaire spread to the partners in October 2019. The questionnaire tried to focus the topics as much as possible, identifying a limited number of specific questions (8), which can be grouped into three groups : (1) participation in CEF projects, (2) the type of partnership activated and the process of access to CEF funds in different national contexts.

After having received the filled-in questionnaires by the Partners, the answers were further refined through interviews with the same partners during a project meeting, within a dedicated session. Only PP13 have not provide information on their experience yet.

The results of this survey provide a mapping that is presented in the following parts of the chapter. The mapping is elaborated in synoptic mode (tables) in a horizontal way among the different partners to allow a comparison between the analysed cases. The mapping is also divided according to the three main topics of interest for this work.

The final part of the chapter provides some aggregated evaluations on the elaborated investigation.



## 3.2. Questionnaire

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*The CEF Programme (Connecting Europe Facility) represents the main financial instrument for investments in Trans-European Transport Network (TEN-T) field. The following interview has the purpose to explore the governance's mechanisms and the decisional process behind the approved projects for the implementation of the TEN-T policy.*

### Partecipation at CEF funds

- 1. Did you participate at one or more CEF call during the programming period 2014-2020? If so, could you tell for which one did you take part, for which project/s and how much the contribute was?*
- 2. Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?*
- 3. Was the projects' nature similar or different in case have you participate to several calls?*

### Partnerships

- 4. Regarding to the partnership for which you have been involved, could you describe which categories did the partnership's member belong to? Do you perceive an adequate interest from private actors?*
- 5. How does the partnership institution work? Is the involvement of foreign actors previous or successive a political agreement among national governments?*
- 6. Is there an involvement of private Stakeholders previously the definition and approval of the projects?*

### National process for applying CEF funds

- 7. Referring to the access to CEF funding, could you describe the relationship with the national government? Does it exist a degree of autonomy or is it evident the discretion of the national government in the different phase of validation, coordination of the different projects and successive funding negotiation with the European Commission?*
- 8. Which is the relevance of the local institution in the decisional process? In particular, does it exist an involvement of the regional institutions and governments for the definition of projects and its insert inside the different work-plans' corridors?*



### 3.3. Results

#### 3.3.1. Participation at CEF funds

INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
Port of Berlin	No	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>- Most of our running projects are funded by the national government. We have also experiences in projects at the federal, regional, and city level.</li> <li>- 4-5 projects: electric boats, autonomous driving boats, artificial intelligence to provide estimate time of arrival for ships in different conditions / container terminal expansion, etc.</li> </ul>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>- Usually we participate as partner and not as leader partner.</li> <li>- Concerning the focus of the project, there are different activities funded: demonstration mainly, pilots and testing activities (Demonstrator projects) (R&amp;D); investing in infrastructures (i.e. lightning, rails, loading stations...) (attention in particular to projects with political relevance).</li> <li>- Most of the projects are focused on the harbor per se or on how business are connected or use the harbor, not focused on connecting the nodes.</li> </ul>	<p><i>Other funded projects (NOT CEF)</i></p>



INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
<b>Port of Rostock</b>	Yes	<ul style="list-style-type: none"> <li>- Many projects funded by CEF</li> <li>- 1 project is about to finish (2-3 Ml euro) with 3 partners involved. There are many international partnerships (Danish partners, Finnish partners, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>- Funds are used for investments to build infrastructures.</li> </ul>	<ul style="list-style-type: none"> <li>- The projects are similar in terms of goals (building infrastructure).</li> </ul>



INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
Port of Venice	Yes	<ul style="list-style-type: none"> <li>- We are currently participating to the following 11 projects co-financed by the 2014-2020 CEF Programme:</li> <li>- (1) 2014 CEF call (n. 5): Fresh Food Corridors, Gainn4Core &amp; Gainn4MoS, Poseidon Med II e Sea Traffic Management (STM) projects</li> <li>- (2) 2016 CEF call (n. 2): MoS Venice-Patras project, Ursa Major Neo projects</li> <li>- (3) 2017 CEF Belding calls (n. 2): Gainn4Sea, Venice LNG Facility projects</li> <li>- (4) 2018 CEF call (n. 2): Veneto Intermodal, Green and Connected Ports projects.</li> <li>- Total EU contribution is about 32.5 M €</li> </ul>	<ul style="list-style-type: none"> <li>- The EU contribute is diversified in order to support different activities such the improvement of nautical accessibility, railway accessibility, developing of motorways of the sea, deployment of alternative fuels for maritime transport.</li> </ul>	<ul style="list-style-type: none"> <li>- The nature of the project is similar;</li> <li>- The projects' aims are to improve the maritime and inland accessibility of the port and to support the deployment of LNG for maritime transport.</li> </ul>



INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
Interporto di Bologna	Yes	<ul style="list-style-type: none"> <li>- Interporto Bologna participate to one call only: CEF-T-2018-MAP-TRANSPORT call (Priority: Innovation and new technologies in all transport modes; Specific objective 8: digital information system; Proposal type: Studies; TENtec number: 2018-EU-TM-0077-S) for the project FENIX ("A European FEderated Network of Information eXchange in Logistics").</li> <li>- The project has been approved and it is currently running (01/04/2019 - 31/03/2022). Interporto Bologna is partner of Smart multimodal pilot site (LOUVIN) - Holland.</li> </ul>	<ul style="list-style-type: none"> <li>- Yes, the financing contribute diversifies among the different activities promoted and it is adequate in respect with the established project's aims.</li> <li>- Budget is mainly focused on pilot activities. Focus on increase coordination between nodes from a technological and infrastructural point of view.</li> </ul>	<ul style="list-style-type: none"> <li>- Interporto Bologna has participated only to the call mentioned before.</li> </ul>



INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
Port of Budapest	Yes	<ul style="list-style-type: none"> <li>- No specific CEF projects are implemented by PP10, however there are 2 CEF-funded projects running currently in the physical area of the Freeport of Budapest both are implemented by the state-owned "port authority" company called "MAHART Zrt" as an IB (Implementing Body):</li> <li>- (1)."Master Plan and feasibility study for the development of the TEN-T ports, including Komárom Port"</li> <li>- The maximum CEF contribution is €889,683. It is about IWW freight transport developments on the entire Hungarian section and selected ports of the Hungarian section Danube river plus the preparation of the feasibility of a TEN-T port in the town of Komárom. Implementation will be completed as of December 2019.</li> <li>- (2) "PAN-LNG-4-DANUBE" The maximum CEF contribution is € 8,596,730. Its main goal is to set</li> </ul>	<ul style="list-style-type: none"> <li>- Large variety of funds origin.</li> <li>- "Soft" projects support study and knowledge development, but also planning of physical infrastructures.</li> <li>- Such projects are funded by the mainstream Operational Programmes (targeting the development of transport infrastructure) and to some extent by transnational programmes (SEE, CENTRAL, Danube).</li> <li>- Various projects have been implemented targeting the development of infrastructure of the port (modernization of port quays and bays, roads, railway, information system, and to smaller extend reloading equipment - also funded by the OPs), so the entire "value chain" from planning to investments has been funded.</li> </ul>	<ul style="list-style-type: none"> <li>- Different projects with different goals. Variety of topics/goals as mentioned above (study, infrastructure development)</li> </ul>



		<p>up an LNG terminal in the Freeport of Budapest including the planning, authorization and the construction of the terminal. Planning and authorization have been completed; re-tendering of the construction is foreseen in the next month.</p> <ul style="list-style-type: none"> <li>– Both projects were submitted and approved under the 2015 call.</li> </ul>		
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INTERGREEN TRANSPORT NODE	Did you participate at one or more CEF call during the programming period 2014-2020?	If so, could you tell for which one you took part, for which project/s and how much the contribute was?	Does the financing contribute diversify among the different activities promoted? Was it adequate in respect with the established project's aims?	Was the projects' nature similar or different in case have you participate to several calls?
Port of Koper	Yes	<p>Port of Koper cooperated in several CEF funded projects in the programming period 2014-2020:</p> <ul style="list-style-type: none"> <li>– ELEMED (study on electrification of port),</li> <li>– CarEsmatic (investment in Ro-ro berth and in additional railway group for car terminal),</li> <li>– Fresh Food Corridors (studies on perishable goods, purchase of a new manipulator increasing the capacity of</li> </ul>	<p>The EU funding contributes to diversity, since the activities funded are targeting various topics: studies for use of alternative energy - possible electrification of port (cold ironing) and for LNG; construction of additional port infrastructure in order to increase port capacity (berths, yard, rail infrastructure) and superstructure. Other projects, for example projects of territorial cooperation are helpful for developing soft measures, such as support in planning, sharing best</p>	<p>Projects nature was different, since ones were dealing with studies, and as well targeting the environmental aspect (electricity, LNG), and the others were dealing with increasing port capacities; reducing bottlenecks and dealing with last mile connection.</p>



		<p>galleries for refrigerated containers with a transformer station),</p> <ul style="list-style-type: none"> <li>- Napa4Core (construction of dilatations, construction of additional railway infrastructure, construction of new berth 7D, construction of new entrance to the port),</li> <li>- Gain4Mos (studies on LNG).</li> </ul> <p>Total EU contribution is 10,3 mio EU.</p>	<p>practices and knowledge tools, and as well implementing and testing small pilot projects.</p>	
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### 3.3.2. Partnership

INTERGREEN TRANSPORT NODE	Could you describe which categories did the partnership's member belong to? Do you perceive an adequate interest from private actors?	How does the partnership institution work? Is the involvement of foreign actors previous or successive a political agreement among national governments?	Is there an involvement of private Stakeholders previously the definition and approval of the projects?
<b>Port of Berlin</b>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>– Behala is a private company but 100% owned by the city. Usually projects are characterized by not so big partnerships. More private than public interests.</li> <li>– Most of partners (private) are manufacturing companies or service providers focused on logistics and the like (not generic consulting companies).</li> </ul>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>– Almost all are driven by national partners, very low connections with foreign partners.</li> </ul>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>– The company BEHALA is quite old, so old and stable network of stakeholders.</li> <li>– that's good thing for us because it gives stability also to develop projects (long-term partners)</li> </ul>
<b>Port of Rostock</b>	<ul style="list-style-type: none"> <li>– Projects involve both private and public partners.</li> <li>– Private partners (i.e. ship owners) have being collaborating for long time with the port of Rostock so it is easy to build partnerships for projects.</li> </ul>	<ul style="list-style-type: none"> <li>– Involvement of foreign partners comes after national level agreement.</li> </ul>	<ul style="list-style-type: none"> <li>– Yes, we have long term relationships with some private actors, due to previous business relation.</li> </ul>
<b>Port of Venice</b>	<ul style="list-style-type: none"> <li>– The partnership is composed by transport stakeholders, mainly Transport Ministries, Port Authorities, RRTs and operators.</li> <li>– MoS projects are involved shipping</li> </ul>	<ul style="list-style-type: none"> <li>– The partnership is composed by experienced institutions or private entities of port/transport sector and we have regular institutional relations with them. Partnership are</li> </ul>	<ul style="list-style-type: none"> <li>– Yes, always. The involvement of private stakeholders is agreed before the definition and approval of the projects, in many cases they are directly involved as beneficiaries of</li> </ul>



	<p>companies and freight forwarders and the private investor are involved in the projects related to LNG developments. (i.e. in LNG strong partnership with Greece)</p> <ul style="list-style-type: none"> <li>– From an administrative point of view, the management of CEF funds is easier than Interreg and Horizon programs. Under this perspective, the private firms are more willing to participate.</li> <li>– In the main, firms exploit CEF to covering some costs of investments and sustaining programmed projects of research and innovation.</li> <li>– Usually projects are facilitated by the NASPA which present the fund opportunities to private stakeholders within the Port Community, through dedicated meetings or newsletters pushing information for funds, etc.</li> </ul>	<p>not coming from political / governments' agreements.</p> <ul style="list-style-type: none"> <li>– Usually there is a group of “core” partners that are consolidated and also there are “versions” of projects that are confirmed over time.</li> </ul>	<p>the EU contribution.</p>
<b>Interporto di Bologna</b>	<ul style="list-style-type: none"> <li>– The partnership belongs to public and private sector.</li> <li>– As the majority of the partners belong to private sector, we perceive an adequate interest from private actors.</li> </ul>	<ul style="list-style-type: none"> <li>– We don't know it.</li> </ul>	<ul style="list-style-type: none"> <li>– Yes, there is.</li> </ul>
<b>Port of Budapest</b>	<ul style="list-style-type: none"> <li>– Appr 60 service providers exist within the port area so stable relationships with those actors exist.</li> <li>– Private actors are involved, in</li> </ul>	<ul style="list-style-type: none"> <li>– The similar master plan - funded by CEF - is also under development in Slovakia (“Master plan and Feasibility study for the public port</li> </ul>	<ul style="list-style-type: none"> <li>– Yes, of course. The port is also involved in different industry associations (members of many logistics associations...), besides</li> </ul>



	<p>addition to other ports in Hungary (not only project of masterplan, but also smaller projects).</p>	<p>Komárno“) so the two countries are paralelly funded and the cooperation has been developed across the two projects.</p> <ul style="list-style-type: none"> <li>- The Slovakian and Hungarian IBs are working together during the implementation, have organized several joint project events and exchange of experience seminars to coordinate the preparation of the master plans and the feasibility studies.</li> </ul>	<p>private actors.</p>
<p><b>Port of Koper</b></p>	<ul style="list-style-type: none"> <li>- Luka Koper (Port of Koper) is a private company, half owned by the state. It is public equivalent body with a concession to manage the port until 2043.</li> <li>- In partnerships for EU funding several transport stakeholders are involved, mainly ministries (of transport / infrastructure), port authorities and operators.</li> <li>- In MoS projects there are also shipping companies and freight forwarders involved.</li> </ul>	<ul style="list-style-type: none"> <li>- There are no political / governments' agreements for the partnership's establishment.</li> <li>- With most partners we share the same interests - for developing and increasing port business, consequently partners are other ports and institutions we have constant cooperation with.</li> <li>- The level of experience of a partner is important for establishing a strong partnership.</li> </ul>	<ul style="list-style-type: none"> <li>- Involvement of private stakeholders is agreed in the phase of applying to an open call.</li> </ul>



### 3.3.3. Process for applying CEF funds

INTERGREEN TRANSPORT NODE	Relationship with the national government: Does it exist a degree of autonomy or is it evident the discretion of the national government in the different phase of validation, coordination of the different projects and successive funding negotiation with the European Commission?	Which is the relevance of the local institution in the decisional process? In particular, does it exist an involvement of the regional institutions and governments for the definition of projects and its insert inside the different work-plans' corridors?
<b>Port of Berlin</b>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>- At the national level usually, projects are based on policy programs, not open calls.</li> <li>- Sometimes bottom-up projects for instance research-driven (i.e. driven by groups of researchers or companies that make networks to develop goals and then through networking call for funds)</li> </ul>	<p><i>Other funded projects (NOT CEF)</i></p> <ul style="list-style-type: none"> <li>- BEHALA is private but owned by the city so no direct interests or connection with the Corridor working plans.</li> <li>- We are the last mile point for our customers, facilitating our customers, not organizing transport directly. We react on our customers' wishes.</li> <li>- Intermodality at the local /interurban level (i.e. Hamburg, Rostocks...)</li> </ul>
<b>Port of Rostock</b>	<ul style="list-style-type: none"> <li>- The application has to be supported by the federal government.</li> <li>- Usually we work also with consulting companies/expert to support us in developing and submit the proposal</li> </ul>	<ul style="list-style-type: none"> <li>- Usually we drive the project development and then we ask for support from local institutions.</li> <li>- We are part of two corridors so we participate to corridor meetings, but corridors are not the main driver or core of our project development.</li> </ul>
<b>Port of Venice</b>	<ul style="list-style-type: none"> <li>- The relationship with the National Government is excellent.</li> <li>- All our projects are previously defined and agreed with the Italian Ministry of Transport (MIT) and are in line with the National Transport and Port plans, programmes and agreements.</li> <li>- The MIT gives support during the application phase, funding negotiation and implementations of the projects, but there is a consistent degree of autonomy in the relations with INEA/DG Move.</li> </ul>	<ul style="list-style-type: none"> <li>- Local institutions have not any relevance in the decisional process, however the projects must be in line with the Regional Transport plans, programmes and agreements.</li> <li>- Regional Authority is involved in the EIA procedure for the implementation of infrastructural work projects.</li> </ul>



<p><b>Interporto di Bologna</b></p>	<ul style="list-style-type: none"> <li>- The national government has coordinated the action on the Italian pilot.</li> <li>- Interporto Bologna is not involved in the Italian pilot of out running CEF project, but in the Dutch test site as terminal of the relative TEN-T corridors.</li> <li>- Interporto Bologna has been involved in the Dutch pilot as one of the nodes of the TEN-T corridors due to its expertise acquired within other EU projects.</li> </ul>	<ul style="list-style-type: none"> <li>- There is relevance of the local institution in the decisional process and there is an involvement of the regional institutions and governments for the definition of projects and its insert inside the different work-plans' corridors.</li> <li>- However, in the case of the current CEF project, Interporto Bologna has followed an independent line because it has been contacted by a foreign partner to join the Dutch pilot.</li> </ul>
<p><b>Port of Budapest</b></p>	<ul style="list-style-type: none"> <li>- CEF department within the Ministry for Innovation and Technology transport at the national level is the point of reference. The main contact point for us and they check project proposals that have to be approved by the Government before submission to the EU. This department is the Beneficiary organisation meanwhile MAHART Zrt, is the Implementing Body.</li> </ul>	<ul style="list-style-type: none"> <li>- We do not have regional level/authority, so only national. No funds line at the municipality level.</li> </ul>
<p><b>Port of Koper</b></p>	<ul style="list-style-type: none"> <li>- The Ministry of Infrastructure is our line ministry. Several confirmations/permits are needed from their side, for example all planned investments in the port infrastructure have to be confirmed by the ministry (Ministry confirms the Program of port development for a period of 5 years which is fundamental for obtaining construction permit).</li> <li>- In case of CEF projects, the confirmation from the Ministry of Infrastructure and Ministry of Environment and Spatial Planning is mandatory.</li> </ul>	<ul style="list-style-type: none"> <li>- In case of EU projects, no local involvement is relevant in the decision process. The local government's (Municipality of Koper and Municipality of Ankaran) agreement is crucial in the phase of receiving a building permit - for any construction carried out within the borders of their municipality.</li> <li>- Slovenia does not have a regional government.</li> <li>- National government adopted a Resolution on the National Programme for the Development of Transport of the Republic of Slovenia until 2030; and our projects are in line with this document.</li> </ul>

### 3.4. Conclusions

According to the survey implemented the picture emerging from the experience of partners as Intergreen nodes is characterized by **large variety in the approach** and use of CEF funding opportunities and in general on funds for projects.

#### CEF funds participation

Not all the partners have been involved in the CEF projects, even if the investments in International projects is quite consistent among all the partners. All the nodes interviewed demonstrated to be active in developing project proposal or being part of networks (see also partnership section).

Concerning the relationship between funds and activities supported by projects there is also in this case a **differentiated situation**: some partners exploit funds to mainly **support infrastructure development** - consistently with the TEN-T policy and CEF framework, while other partners are also interested in using financial resources to **increase knowledge base (design, studies) or enhance demonstration or pilots**.

Moreover, nodes are involved with different degree into projects and only some of them have been able to capitalize from project to project the results achieved or the infrastructure development strategy.

#### Partnership

Intergreen nodes are within **established local, national, or international networks** that in general smooth the process of project development and fund accessibility. In many cases the nature of partner (private or public) ensures the access to a large network of **private partners or enable public collaboration**. **Spatial proximity** among a high number of actors also enables long-term relationships and facilitate project development and management.

For some nodes it is more relevant to start from the national (or local) level and then scale-up to the international one for projects. In other cases, depending on the project fund scheme requirement or prior connections, international partners start the relationship in order to develop the fund application.

#### Process of CEF funding

The process to access CEF funding vary among partners, where in general the involvement and **interaction with the national level** (i.e. Ministry of Transport and infrastructure) is a requirement in order to get the approval for project application. Projects have to be aligned and included within the **national policy framework (which is related to the EU corridor policy) and often also in coordination with the regional / local level**.

Sometimes projects (not CEF ones) can be also the results of **bottom-up dynamics** where research institutions involve nodes in specific research-driven projects.