European Commission

INEA

Innovation and Networks Executive Agency

'MAKING IMPLEMENTATION HAPPEN'

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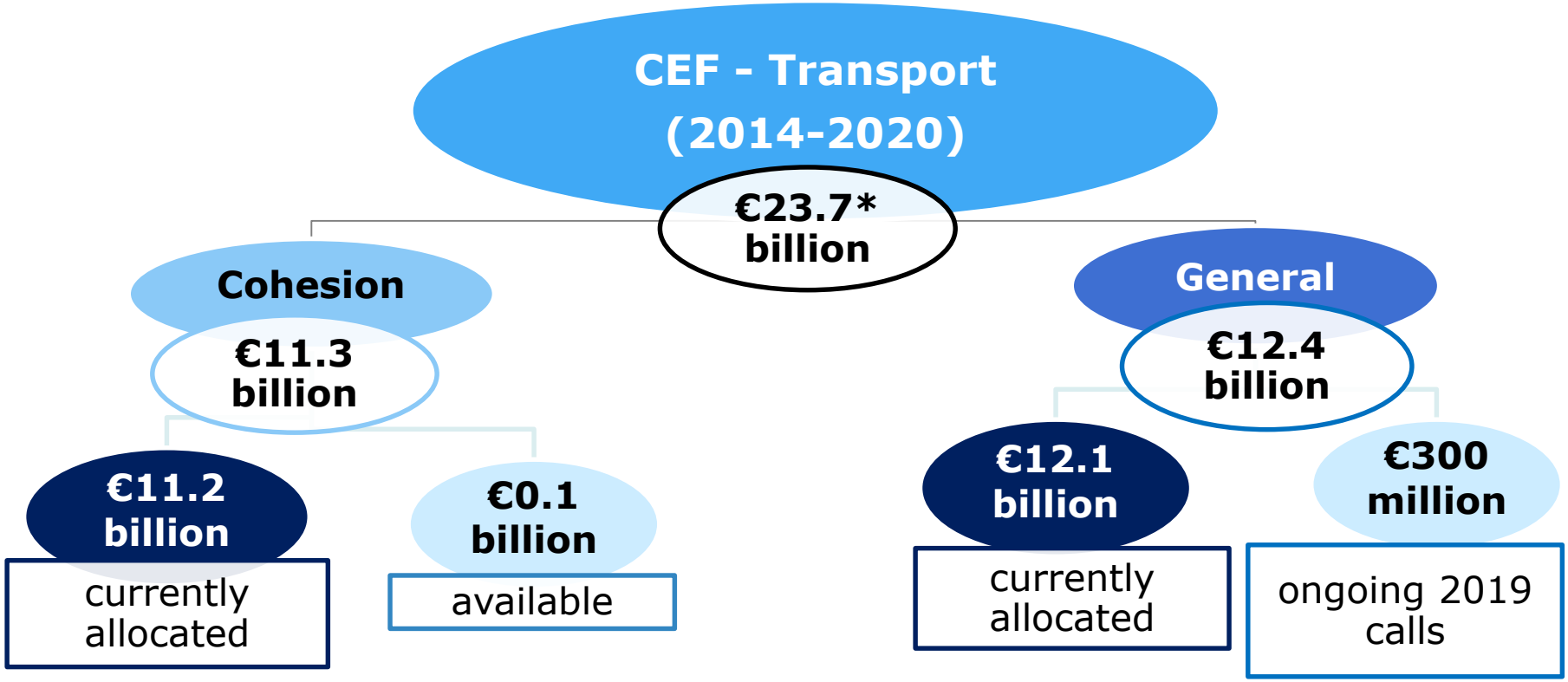
Outline

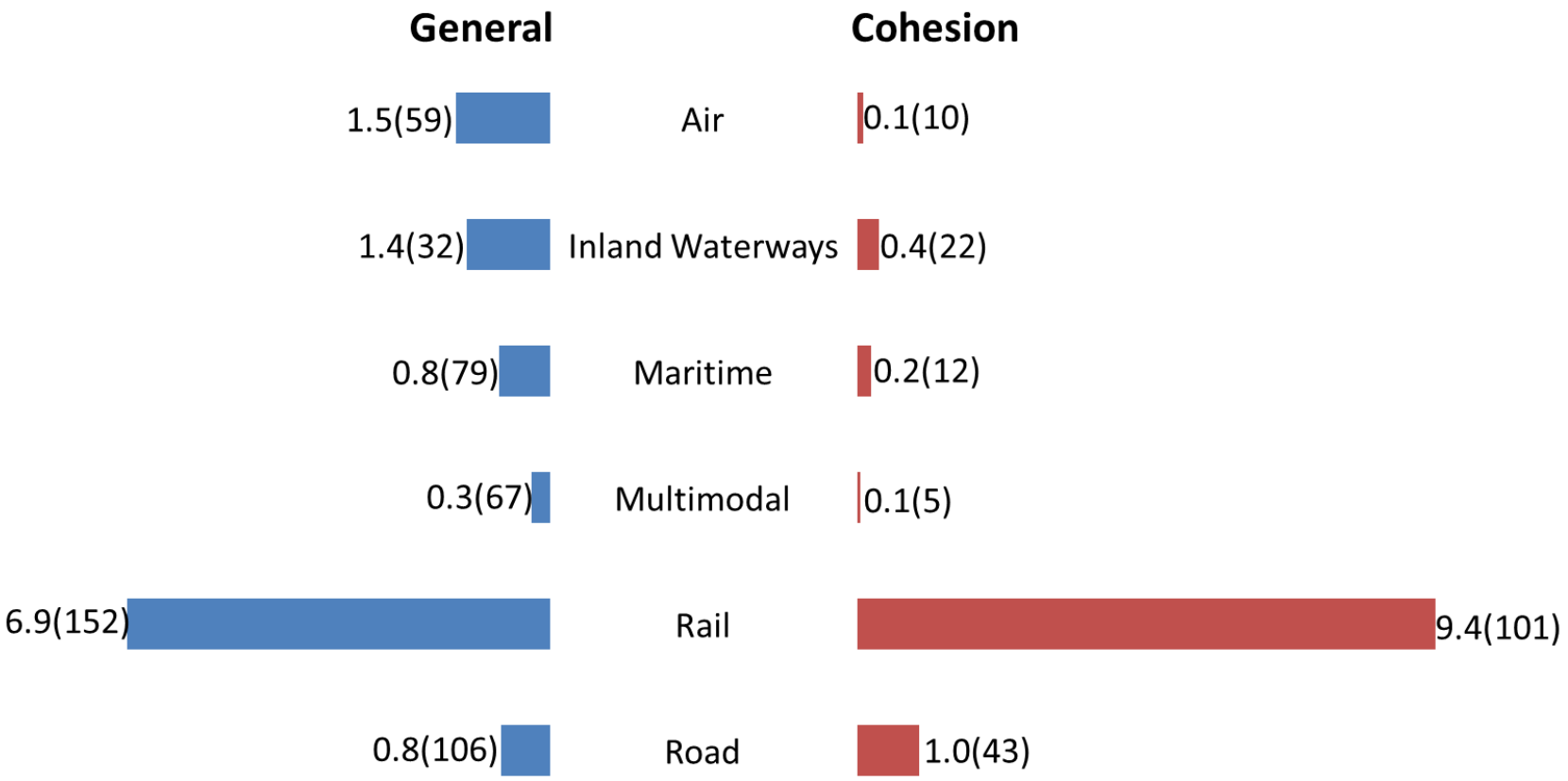
1. CEF overall
2. CEF IWW and digitilisation
3. CEF Call 2018
4. What's next?

1.1 CEF - Transport

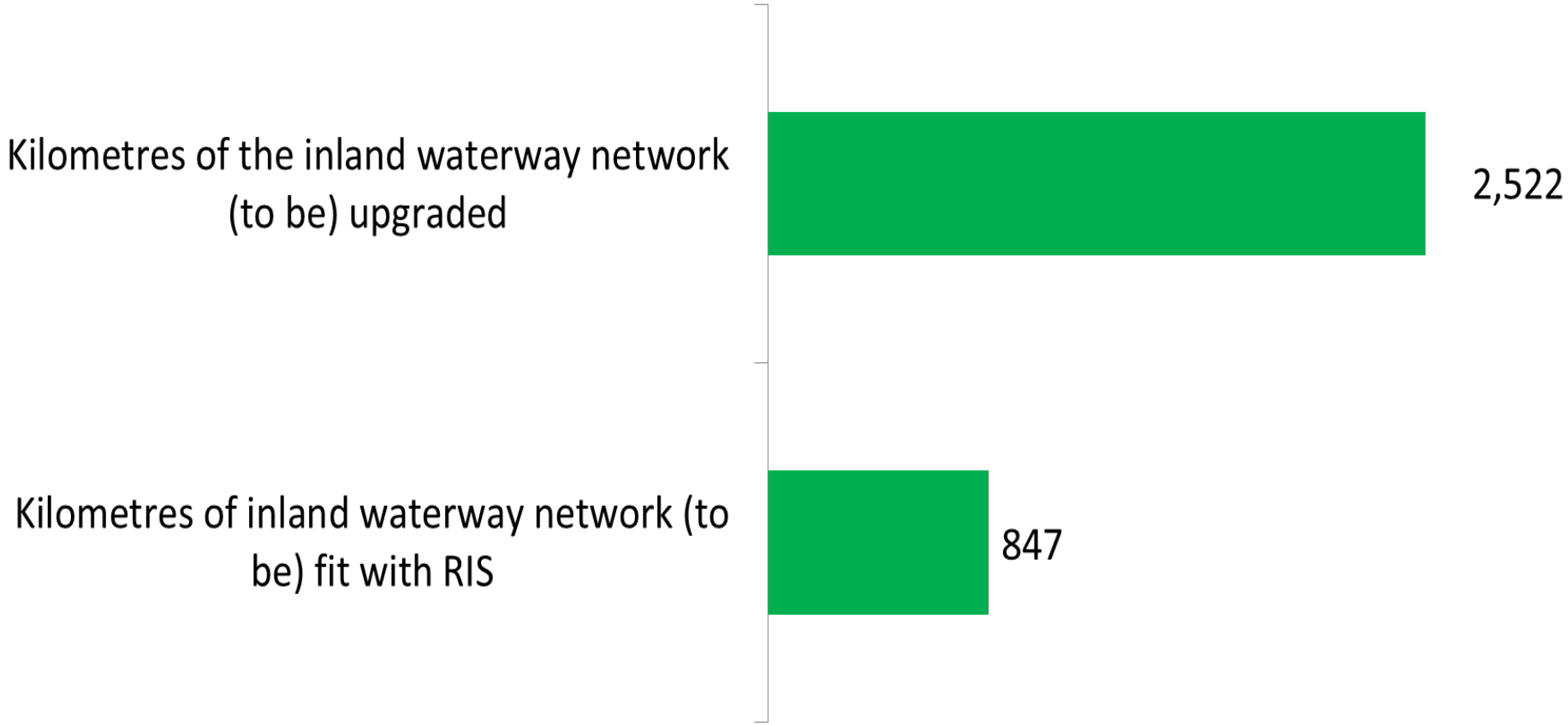


*Including 322 million from recoveries issued on the legacy programmes.

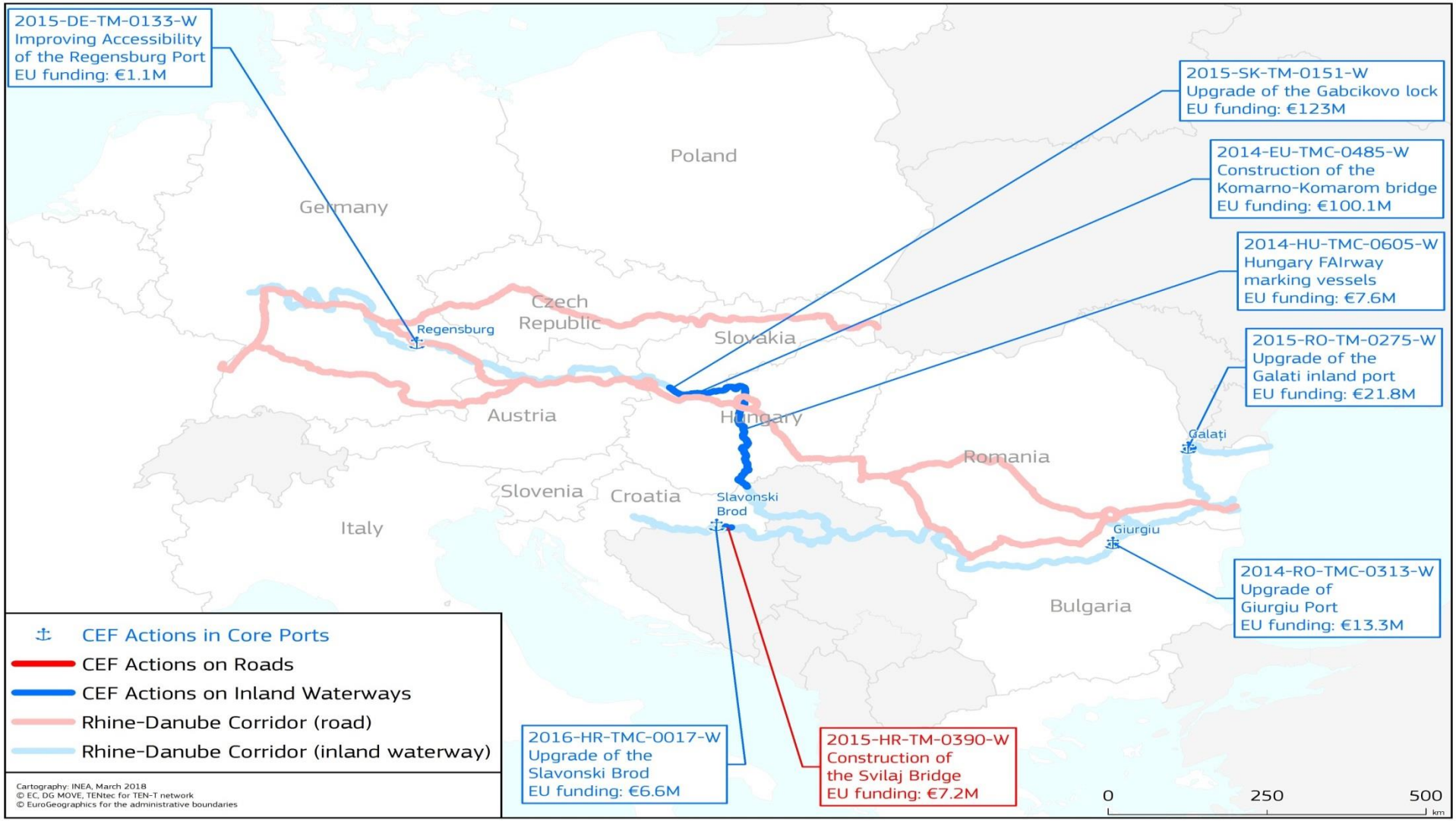
1.2 CEF Transport funding per Mode (€ billion)



1.3 Inland Waterway indicators



1.4 IWW of the Rhine-Danube CNC Danube



2.1 CEF now (2014-2020)

- Provide access to inland ports and connections of inland ports to rail and road sections of the core network
- Improve access of inland ports to waterways (incl navigational aids)
- Upgrade basic infrastructure in inland ports (quaywalls, jetties)
- Provide waterside terminals with better infrastructure (storage, stacking areas)
- Reception facilities for oil and other waste
- **ICT applications eg. Single window, streamlining formalities ≠ RIS!!!!**
- Providing or improving road/rail access and connections within inland ports
- Facilities for loading/transhipment, ice-breaking, hydrological service, dredging
- Implementation of fixed infrastructure to supply alternative energy eg. LNG bunkering, shore-side electricity

2.2 Policy Background

Communication: Ports: an engine for growth (COM(2013) 295) –

Encourage innovation:

The competitiveness of European ports will depend on their ability to innovate in terms of technology, organisation and management. Their critical roles as multi-modal hubs require innovative and efficient ways of cross-modal connections and use of management tools in order to further increase their attractiveness.

2.3 CEF Actions supporting digitalisation in IWT overall

Code	Title	End date
2014-IT-TM-0319-S	Study for standard enhancement and interconnection of national systems of RIS-Italy	30/06/2018
2015-ES-TM-0260-M	AIRIS-PS. Advanced Implementation of RIS in Port of Seville and Guadalquivir Euroway: the only in-land waterway of Spain in TENT Core Network	30/04/2019
2015-BE-TM-0024-W	Upgrading Flemish RIS Infrastructure	31/12/2019
2015-EU-TM-0038-W	River Information Services Corridor Management Execution (General Call)	01/12/2020
2015-EU-TM-0036-W	River Information Services Corridor Management Execution (Cohesion Call)	01/12/2020
2014-BE-TM-0238-M	Implementation of RIS in Belgium	20/12/2017
2014-EU-TM-0210-S	Pilot implementation of an Upper Rhine traffic management platform	30/06/2018
2014-HU-TM-0619-W	Enhance the Efficiency of Hungarian RIS Operation	31/12/2017
2015-HU-TM-0187-W	RIS enabled Hungarian Inland Navigation Information System (HIR)	01/06/2019
2014-PT-TA-0439-S	Douro's Inland Waterway 2020 – Phase I	31/01/2017
2015-PT-TM-0205-W	Douro's Inland Waterway 2020 – River Information Services	01/07/2019
2015-PT-TM-0319-S	Douro's Inland Waterway 2020 – Safer and Sustainable Accessibility	01/04/2019
2016-HU-TMC-0164-S	Integrated Port Information System in Hungary	31/12/2020
2017-EU-TM-0024-W	Optimizing Inland Waterway- and Multimodal Transport in the Euregio, along the North Sea Baltic Corridor.	31/05/2022

2.4 CEF Actions which supported digitalisation in IWT

- Digitalisation of Inland waterway transport to interconnect information on infrastructure, people, operations, fleet and cargo and to connect this information with other transport modes
- Objectives: **Mostly implementation of RIS (**Directive 2005/44/EC on River Information Services) but also developments of ITS systems and port ICT applications which aim at supporting multimodality and removing administrative barriers.
- Expected results are focused on increasing safety and efficiency of IWT and raising the accessibility of inland ports and waterways.

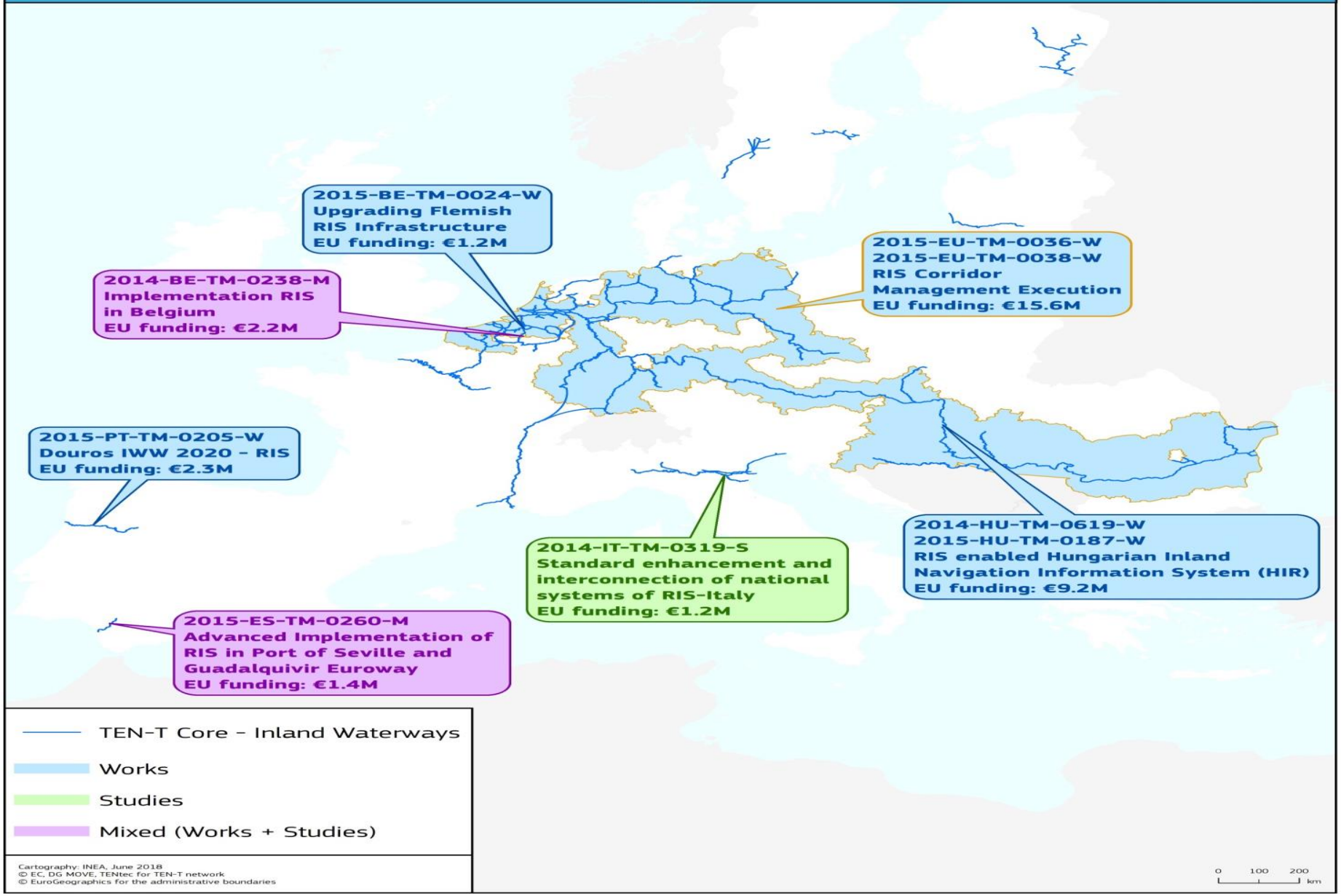
2.5 CEF Actions which supported digitilisation through RIS

- Focus on the on-board and land-based components of RIS or other related telematics applications
- Coherent deployment of Union-wide harmonised RIS components
- Complement current CEF actions (areas and type of actions)
- Standards and technical specifications
- Harmonised concepts for (cross-border) exchange of data between authorities, inland waterway transport operators or users
- Enhancement and fine-tuning of RIS key technologies, systems, services (State of the Art)
- Reduction of administrative burden and elimination of paper flow of documents, establishing solutions to facilitate machine to machine communication

TEN-T Core Network

CEF funded River Information Services Actions

(RIS)



2.6 CEF Action Integrated port information system in Hungary

The overall objective of the Action is to develop an integrated inland port ICT application to streamline administrative formalities through better use of information, communication and positioning technologies.

The Action is part of a Global Project addressing the overall development of Hungarian TEN-T ports.

Implementation schedule:

September 2017 to December 2020

Maximum EU contribution:

€847,875

Total eligible costs:

€997,500

Percentage of EU support:

85%

Coordinator: Ministry for Innovation and Technology

Innovation and Networks Executive Agency

3.1 CEF Transport 2018 Call

SO6: improve multimodality through innovative digital and space-data based solutions

- To ensure safe and smooth transfer of goods in Core Network ports, airports and urban nodes incl. rail-road freight terminals and solutions based for track & tracing of goods;
- To deploy cross-border multimodal mobility services such as "mobility as a service"
- To address remaining barriers to EU-wide multimodal booking
- To support the integration of zero and low emission road/non road transport modes
- To implement the last-mile connections through inovative digital urban logistics solutions and innovative digital (shared/active) mobility solutions

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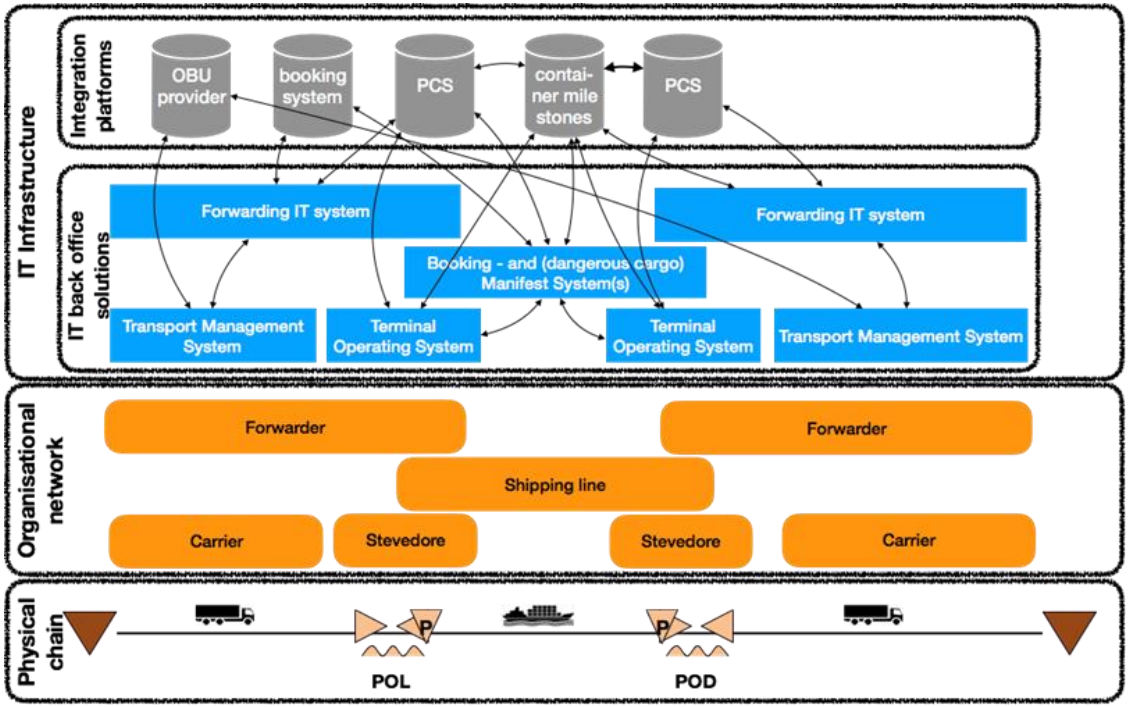
3.2 CEF Transport 2018 Call

SO8: Digital information system to break down the existing situation of Complexity of information flows in supply and logistics chains



3.3 CEF Transport 2018 Call
SO9: Support through digitalisation for maritime and inland port operations

- To facilitate access and egress of cargo through the port area
- To optimise handling of cargo or passengers
- To enable monitoring of emissions from port and vessels
- To improve connectivity and reduce impact of port operations with the city
- Improve sea traffic management systems

3.4 CEF Transport 2018 Call results

- Call 2018 resulted in two new Actions (preparation of the Grant Agreements is underway):
  - 2018-ES-TM-0025-S "AIRIS II-SYNCHRO. Synchromodal Traffic & Transport Information Services"
  - 2018-EU-TM-0020-S "Masterplan Digitalisation of Inland Waterways"(DE, AT, BE, FR)

4.1 What next? CEF II

- Focus remain on implementation of the TEN-T CNCs
- Multimodality is the present and the future
- Inland and Maritime ports main components along Regulation requirement
- Multimodality to rethink our approach how wee shape how we invest (we+you)
- Creating the right level playing field – Cooperation, cooperation and cooperation
- To treat transport as a system rather than a collection of modes and see the mobility system in its entirety/holistic view
- To place digitilisation and new technology at the heart of our/your work
- Invest in SMART infrastructure

4.2 Potential Actions for CEF II

- To integrated and connected information management in maritime inland and core network port operations
- Priority to actions leading to harmonised/interoperable solutions involving more ports

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Do not give us money give us data!

To develop not only a cleaner and a safer transport system but as well a faster and a more efficient one

Modal shift starts with a mental shift

For more information

http://ec.europa.eu/inea/en

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