



Interregional Cooperation on the TEN-T Corridors

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Personal Background



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- Bachelor Political Sciences @ Radboud Universiteit Nijmegen (NL)
- Master International Relations @ Università di Bologna (IT)
- Mobility Consultant @ Loendersloot Groep

Why this topic?

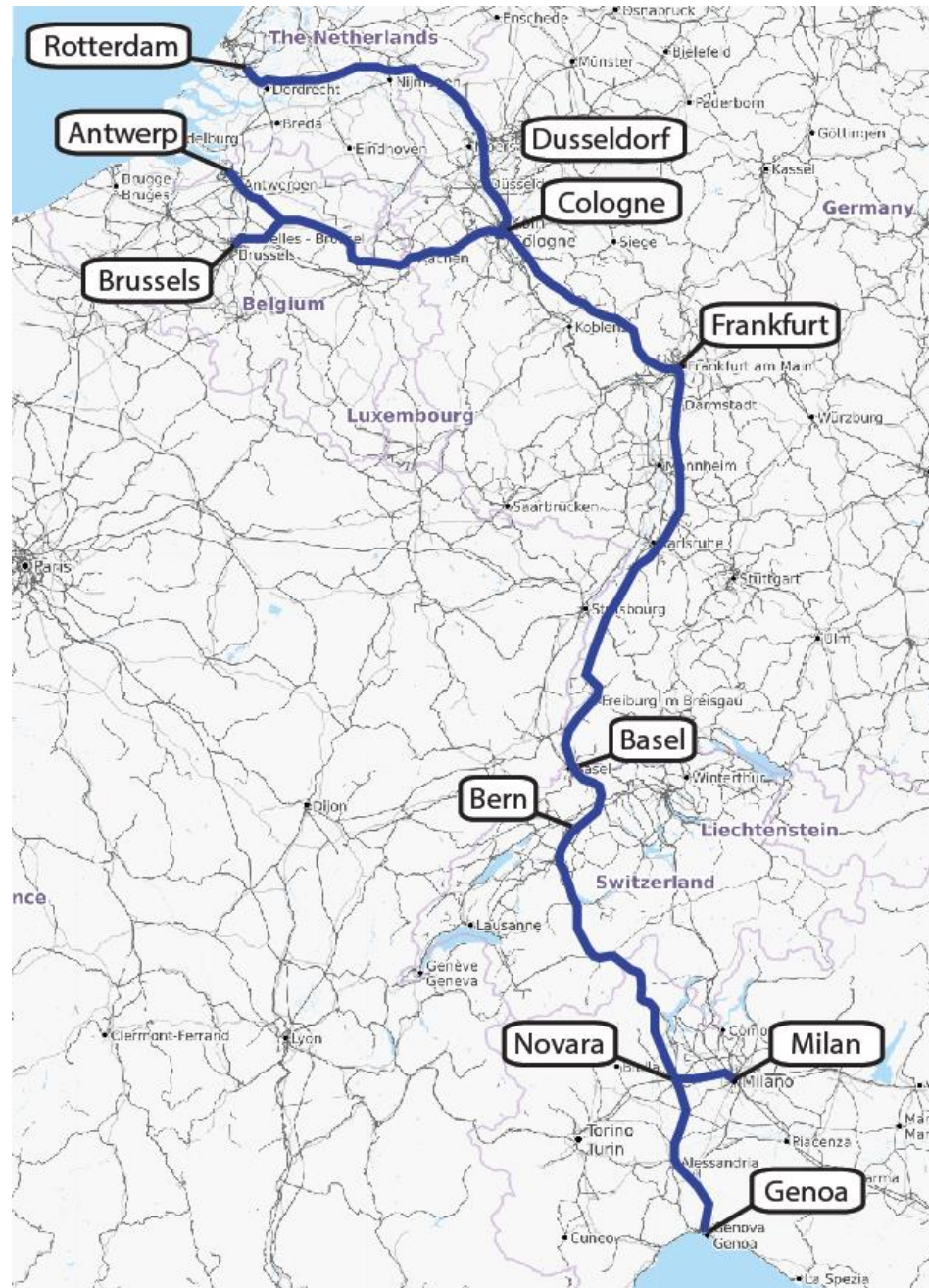
- Personal interest
- Frequent travelling
- Environmental concerns
- High-speed rail as alternative for air travel



Outline

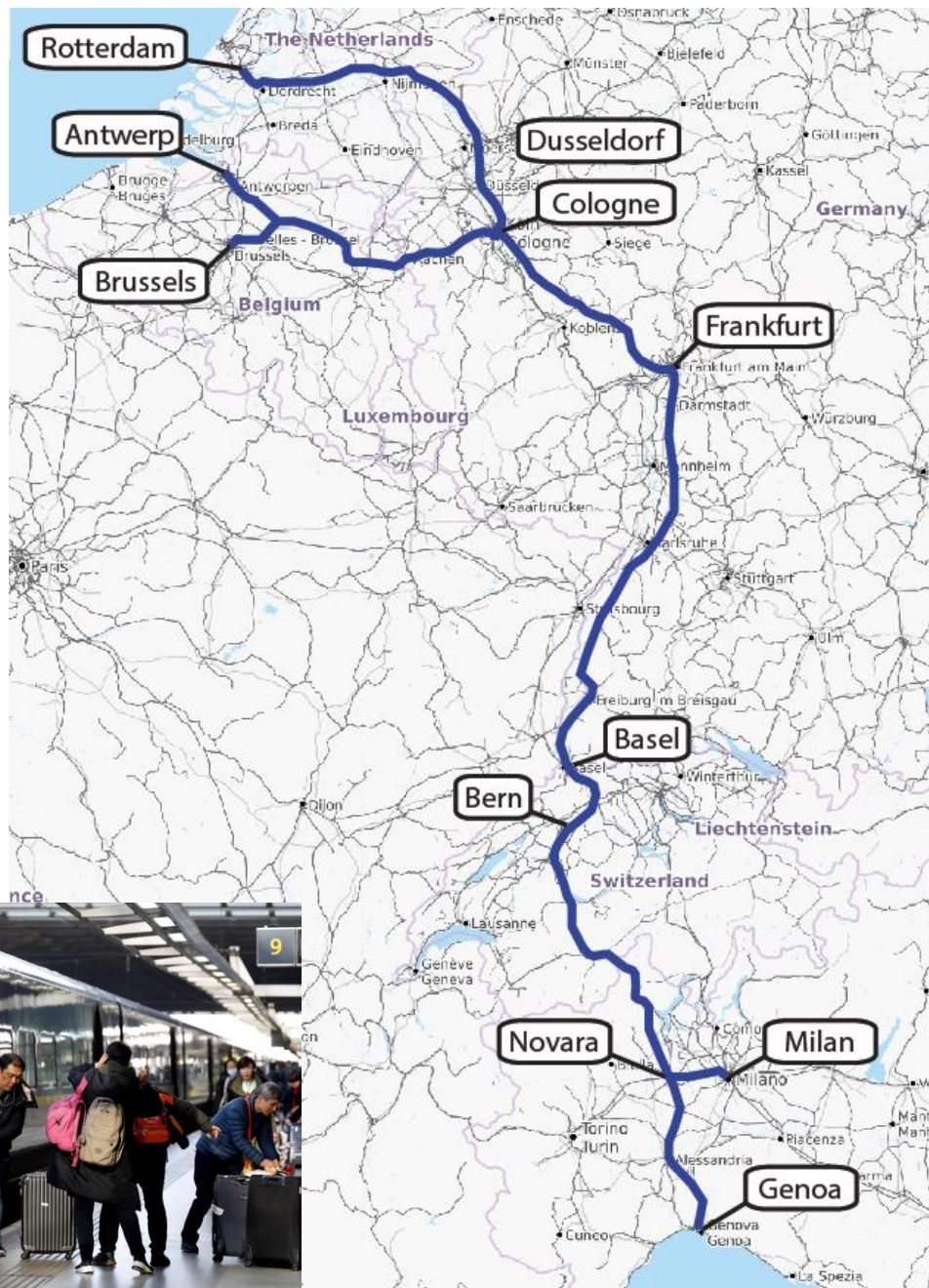
To what extent does the EGTC Rhine-Alpine play a role in the development of the Rhine-Alpine Corridor?

EGTC



Outline

Differentiating between transport of goods and people



Outline

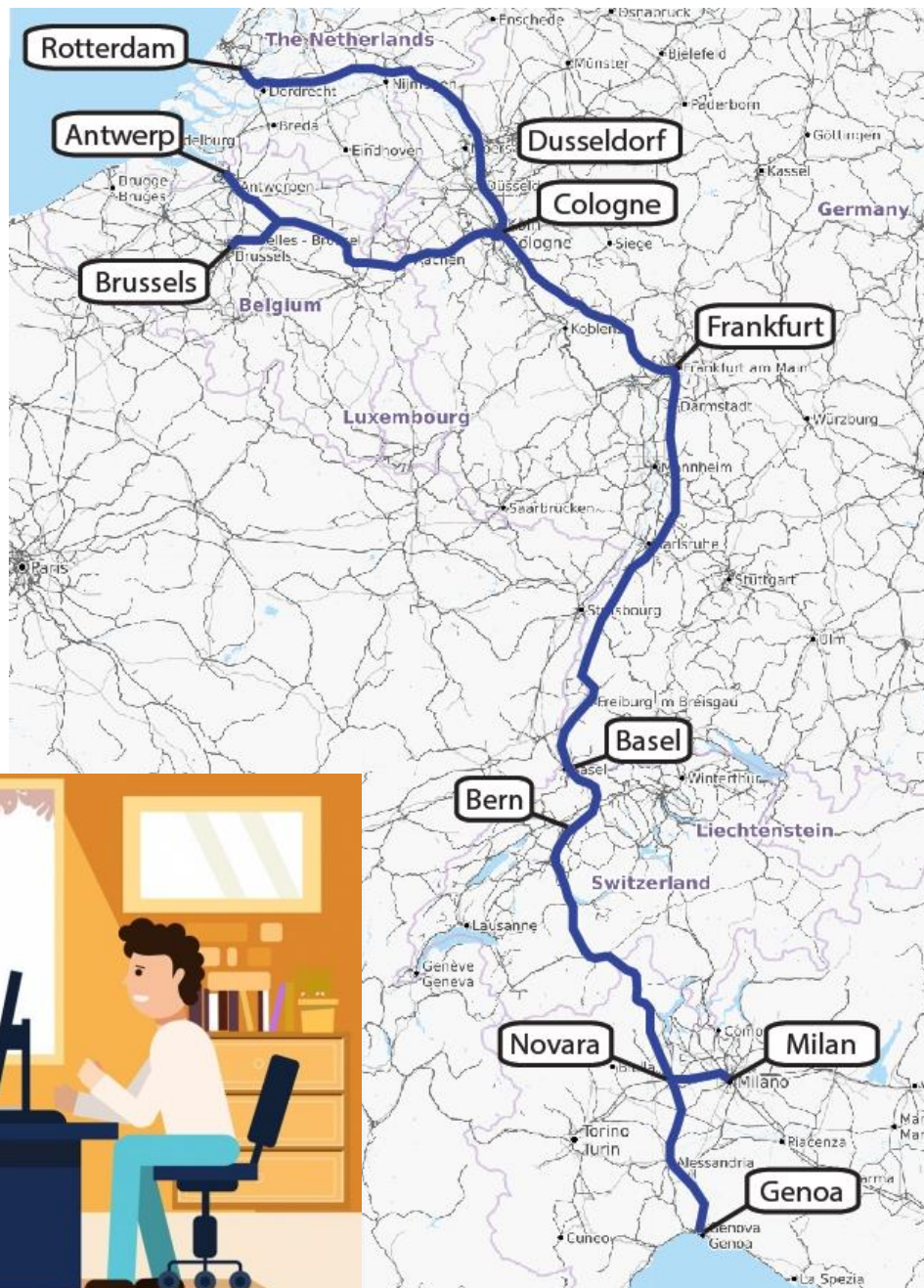
Studying literature on
railway development



Outline

Interviews:

- members of the EGTC
- railway infrastructure managers
- EU legislators



Master Thesis

- Initial idea: Why can't I easily travel to Italy by train?
- 'Funneling' the idea:
 - The tracks are already there;
 - A strong drive towards less polluting modes of travel is persistent;
 - The EU has set the agenda with the development of TEN-T corridors;
- Adopting the political viewpoint:
 - What role do regional governments play in development of the TEN-T corridors?
 - What role can an interregional organization play in such a case?



In short: railway development

- Mostly domestic affair
- Predominantly national and regional interests
- Flurry of technical standards, actors, and operational ideas
- (Partly) state-owned enterprises
- A lack of competition
- The demise and comeback of railways:
 - Rapid decline in the late 1960s
 - Newly found interest and financial backing in the last decade



In short: influence of the EU



Treaty of Rome, 1957: establishment of the European Community



Treaty of Maastricht, 1992: first notion of Trans European Networks (TEN)



Directive 96/48/EC, 1996: interoperability of the trans-European high-speed rail system

- Free movement of rolling stock
- Development of common signalling



Railway Packages

- Legislation
- Development of institutions (e.g. ERA)
- Introduction of competition

The EGTC

- European Grouping for Territorial Cooperation
 - Cross-border interregional cooperation
 - Single legal body with funding
- EGTC Rhine-Alpine
 - From the port of Rotterdam to the port of Genova
 - Multimodal
 - Highways
 - The Rhine river
 - Railways
 - Connecting and developing nodes



Issues

Regional problems:



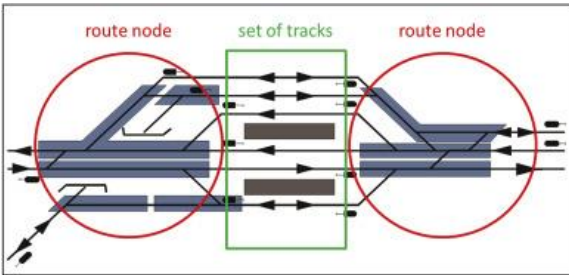
Timetabeling of services



Concerns with (noise) pollution

Issues

Bottlenecks:



Development of nodes



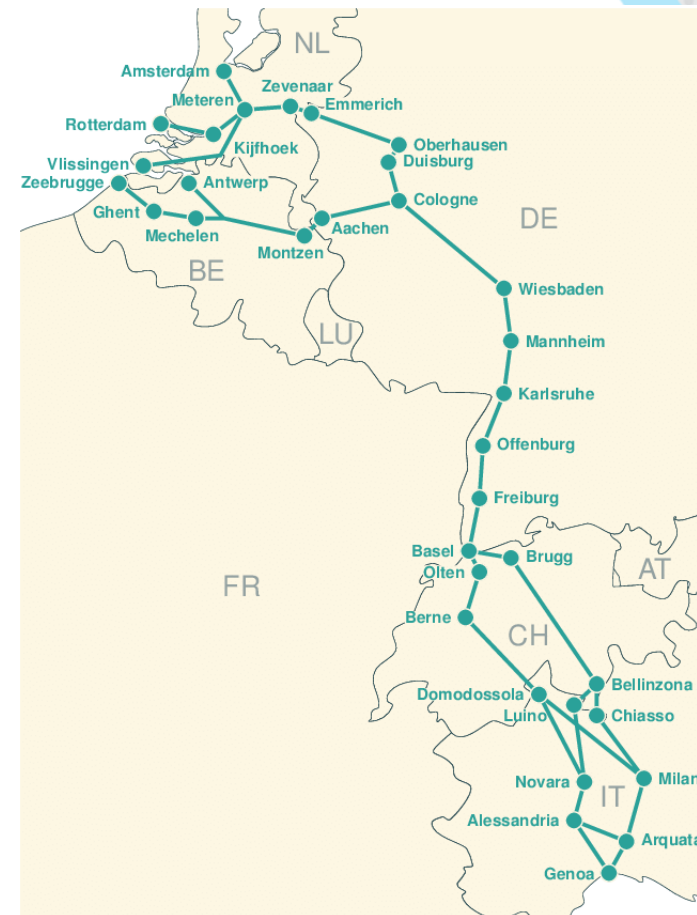
Number of tracks



Implementation of ERTMS

Role of the EGTC

- No hard power: lack of funds and lack of ownership
- Soft powers
 - Setting the agenda
 - Addressing issues
 - Overviewing the flow of traffic
 - Linking (inter)national interest to regions
 - ‘Watch Tower’-functionality
 - Shifting traffic between modalities
 - Signalling bottlenecks
 - Persuading IMs and national governments for funding



Future challenges

- Making way for new High-Speed rail networks
- Defining the idea of competition:
 - Four operators on the same route?
 - Leasing routes on open market?
- Widespread implementation of ERTMS
- European ‘Mission Control Centre’?



Lessons for the future

- Role of regional institutions matter
- EGTC Rhine-Alpine
 - Sharing best practices
 - Better agenda setting power
- Putting the EGTC at the table
 - Fostering cross-border cooperation
 - Closely monitoring regional concerns