

# Proceeding of TEN-T Dialogue: „Laboratory Urban-Node Berlin-Brandenburg – Coaching“

Location Ministry of Infrastructure and Planning  
Henning-von-Tresckow-Street 2-8, 14467 Potsdam, Room 420

Date Thursday, 6<sup>th</sup> October 2016

Time 09:00 am – 16:45 pm

## Summary of the Workshop

Work Package	WP 4 Scandria(R)-Corridor Governance				
Activity	WP4.2 Scandria(R)-Corridor Strategic Corridor-Node Dialogue				
Responsible Partner	Joint Spatial Planning Department Berlin-Brandenburg				
Author	Klaus-Uwe Sondermann, Samer Ghandour (KombiConsult GmbH)				
Version	1	Date	20.10.2016	Status	Final

## 1 Objectives

The Joint Spatial Planning Department Berlin-Brandenburg (JSPD) hosted a workshop in Potsdam on October 6<sup>th</sup>, 2016 concerning EU TEN-T funding, a proceeding workshop of “TEN-T-Dialogue Laboratory Urban Node Berlin-Brandenburg. The JSPD welcomed 38 participants – representatives from infrastructure operators, public institutes, research facilities and multipliers. The workshop is part of the project Scandria@2Act and in line with the transnational cooperation region of the Baltic Sea, which is funded by European Commission.

The objectives of the workshop were to inform stakeholders from the capital region of Berlin-Brandenburg about the TEN-Transport-Regulation and the current funding possibilities within the scope of Connecting Europe Facility (CEF) as well as to generate “potential” project for the up-coming Call 2016.

## 2 Basic Principles

In order to be funded, stakeholders must meet the legislative bases of the TEN-Transport- and CEF-Regulation as these already has defined the expansion and development targets of the European core- and overall-network, which must accordingly be achieved by 2030 and 2050. Berlin is located among three of the nine core network corridors. One of these three core network corridors is the ScanMed-Corridor, which had already pointed out to which extend the infrastructure of rail, road, (inland waterway), sea and inland ports, airports, and rail-road terminals meet these expansion and development targets of the TEN-T-Regulation and where further projects are still needed.

For “Urban Nodes” (Article 3 lit. p and Article 30 of the TEN-T-Regulation), the regulation addresses not only the linkage of railway, motorway and airway infrastructure for passenger and freight traffic but also covers adequately the inter-urban connections, enhancement of transport flows, including the logistics consolidation and distribution centers as well as the reduction of noise and CO<sub>2</sub>-emissions.

The corridor studies were conducted from a macro-perspective, which was necessarily, but should be also complemented by a micro-perspective survey in order to identify further supplementary projects.

During the workshop, the CEF-Regulation, overall budget and (partial) budget for the up-coming Call have been illustrated and discussed. Furthermore, the official “Call 2016” will be published on October 13<sup>th</sup>, 2016 on the European Commission’s website. The call priorities are open to all Member States and thus are also eligible for projects in Germany. Also, following points were discussed and clarified:

- Reserved priorities for classical infrastructure operators and users, e.g. ETCS (railway infrastructure managers and undertakings), while others are principally open for other applicants;
- Comprehensive questions for particular interesting priorities such as “Freight Transport Services”, “Sea Motorways (MoS)”, “Innovations” and “Urban Nodes”;
- Familiarization of potential applicants with the application procedure from part A to D, including the required documents and deadlines for submission
- Contact with “Helpdesk” of INEA, as only complete documents can be exclusively uploaded via the online tool;
- For German applicants, essential documents, particularly part A, must be uploaded by latest January 12<sup>th</sup>, 2016 in order to be examined by the BMVI. The approval of the BMVI is prerequisite to further submit these signed application documents by latest February 7<sup>th</sup>, 2017 to EU.

### 3 Information for Application

Experiences of past calls, examples on good practices and the discussion with participants during the workshop have particularly lead to the following practical hints:

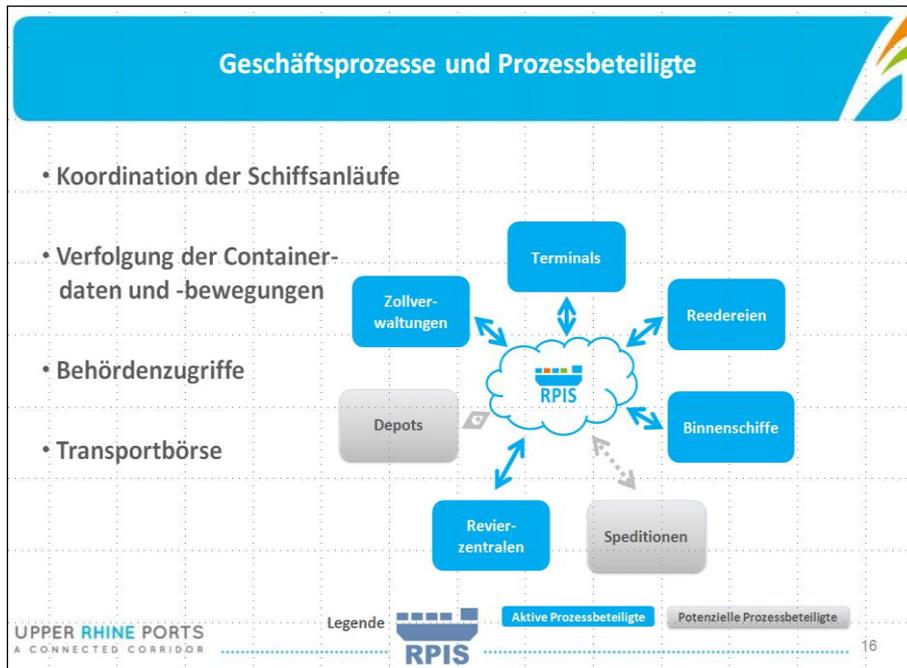
- Ensure adequate time for project preparation and maturity, (e.g.: time needed for permission to construct infrastructures and approval of technical components). After authorization of documents, implementation of project should be immediately carried out as time is very limited, especially if delays and risks can be expected;
- Projects regarding construction of infrastructure must be clearly illustrated, e.g. maps and lists, min. handling volumes, specific criteria, etc.; thus must meet the TEN-T- and CEF-Regulation.
- Examination of whether the requirements of project fulfills Article 7 of TEN-T Regulation;
- Applicants should be acquainted with the regulations and important documents, such as, “Issues Papers” and “Urban Mobility Package” in order to ensure the right EU relevance to their projects;
- Demonstration of relevance for projects within the urban core network nodes;
- TEN-T- and CEF-Regulation ultimately focuses on the transport infrastructure as they are fundable; however construction of buildings and market studies are not. There are other funding programs provided by the European Commission, Federal Government and regional authorities;
- Intention of project must be convenient with priorities of each call and its conditions;
- Recommendation of usage of “Guide for Applicants” and “Helpdesk” for further questions;
- Minimum funding for “studies” is € 500,000, thus 1 million of project cost are needed and for “works” 1 million, thus approx. 5 million of costs. It is possible to bundle different measures of an applicant or similar measures from partners of a consortium;
- The “works” play a major role by TEN-T-Funding. However, the European Commission also considers and gives priority for “innovative financial instruments”, such as PPP-Projects, with the aim to ensure complementary grants;
- Essential for funding are the costs in the performance time and not the date of invoice;
- Project specific cost-benefit analysis is becoming even more important;
- Submitting documents in English language is recommended;
- Applicants can prepare, compile and submit the application documents on their own if enough time, resource and endurance are available. Or they can be supported by consultants who are specialized within their field as they have their own checklists and can provide professional knowledge and guidance through special procedures. They also provide consultation services and give an overview on the maturity and comprehensibility of project and application. The consultation costs depend on the scope of project.

## 4 Examples of Good-Practices – CEF Calls 2014/2015

### 4.1 Upper Rhine connected corridor – CEF Call 2014

Jens-Jochen Roth, Rheinhafen Karlsruhe and coordinator of the project “Upper Rhine connected corridor” from the CEF-Call 2014, introduced the entire project and deployment of the Port Community System within the nine connected ports across the Upper Rhine ports in Switzerland, France and Germany. Besides the project objectives, he also emphasized, in particular, that employees and project leaders must stand behind their project in order to bring together the stakeholder and their commitments, despite the different corporate cultures.

Figure 4-1: Business processes and process participants – Upper Rhine Ports



Source: Rheinhafen

He presented the preliminary compilation of documents and dialogue with BMVI as well as the frankly communication with INEA during the project phases. Also, he highlighted the importance to plan sufficient time and resources- even with well-prepared projects – to ensure a successful application. The “Upper Rhine”-Consortium was supported by a consultant. Furthermore, he also stressed the project implementation phase, which is already on-going since mid. of 2014, to include one full-time employee. Finally, he proposed that final payments should be expected in one or two years after completion of project.

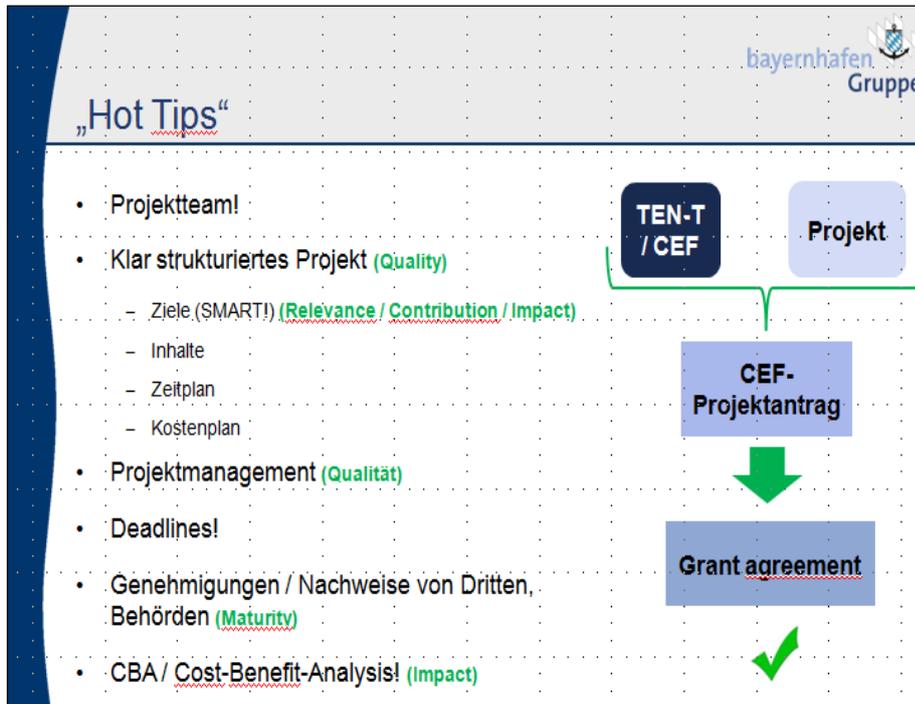
## 4.2 Hafen Regensburg – CEF Call 2015

Máté Gelencsér, Inland Port of Regensburg, introduced the bayernhafen-Group and the project applied in Call 2015 for (re)construction of rail infrastructure within the inland Port of Regensburg. The measures were designed to link the port’s core network with the core network corridor and to improve the operational procedures. This aims not only to reduce time and resource, but also energy consumption and CO<sub>2</sub> – emissions.

He also added that the project was in advanced stage when they decided to apply in due time, to analyse the CEF Call and its requirement and to prioritize the goals of the program as well. In this regard, an internal project team was established and all documents were prepared for final submission. Furthermore, he highlighted the importance to have a clear project structure with measurable objectives, to be able to indicate the planning status and the possibility to launch the project after its approval immediately. What has been also highlighted is the possibility to apply for German funds for the expansion of facilities, however can’t be used for this project and to be transparent while providing the structure of costs as well as cost-benefit analysis (e.g. CO<sub>2</sub>-Savings).

Finally, Mr. Gelencsér added that it is also very helpful to increase the intelligibility of the application for third parties (Commission, INEA and Evaluators) by ensuring that is read and understood though uninvolved stakeholders.

Figure 4-2: Hot tips provided by bayernhafen-Group



Source: bayernhafen Group

### 4.3 Erdinger Ringschluss – CEF Call 2015

Klaus-Uwe Sondermann, KombiConsult GmbH, introduced the project “Erdinger Ringschluss” on behalf of Flughafen München, which was within the framework of Call 2015. The "Erdinger Ringschluss" is part of the project "Bahnhöfen München" and serves the direct connection of the airport to the Rhine-Danube corridor. In this context, the applicant provided all needed information especially regarding the different stakeholders involved in the project. The applicant ensured a successful coordination between all stakeholders, starting by the project planning phase till submission of documents. The stakeholders were City of München, State of Bayern and DB Netz AG, as they are also part of other projects within the “Bahnhöfen”. The application included the sub-project detail planning for extending the suburban railway tunnel (S-Bahn) and the ramp directly at the airport area. The city of München and the airport are core network nodes, thus the linkages of airport belong to the priorities of the TEN-T-Regulation.

Figure 4-3: Project specification of Erdinger Ringschluss



Source: Flughafen München GmbH

## 5 Closure and further Approach

At the end of the workshop, Mr. Horst Sauer thanked the participants for their interest and called for regional stakeholders, who were able to network during the workshop, to bundle their common interests. He also announced that the Joint Spatial Planning Department Berlin-Brandenburg will support the “mature” project, especially if conformed to the priorities of Call 2016.

He also addressed that the information regarding the workshop, the call 2016 and further activities will be published on the websites of Joint Spatial Planning Department Berlin-Brandenburg and Scandria@2Act.