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# INTERREG IVB North West Europe Transnational cooperation

“European funding solutions for sustainable urban transport”

Green Streets conference, 7 September 2009, Brussels

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# Programme Context

## 2007-2013

- **Policy background:** EU Regional Policy aims to reduce economic and social disparities in its 271 regions.
- **Financial instrument:** 35.7% of the total EU budget or 347.41 billion euros (current prices). 2.52% for ETC and €350 million to INTERREG IVB NWE.
- **SWOT analysis:** NWE is a relatively well-off, accessible, dynamic region with high environmental risks and internal disparities.



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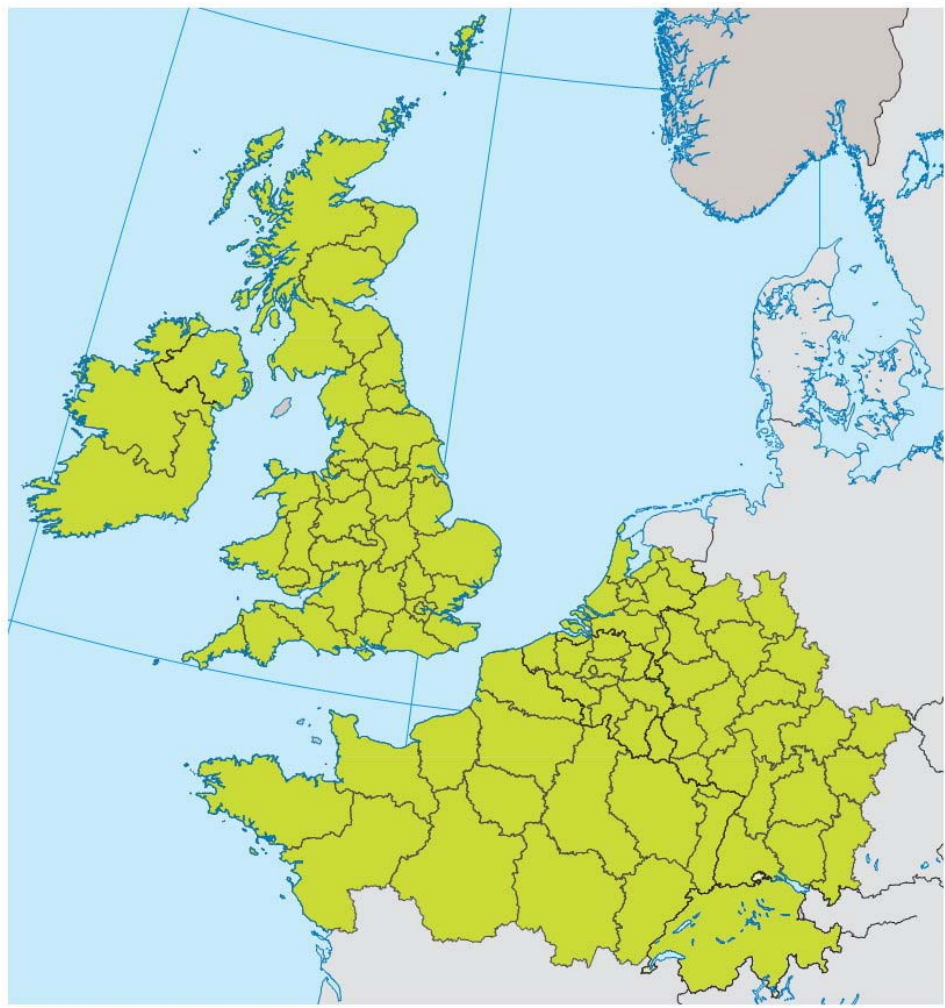
# NWE Eligible Area

## 8 Countries

1. Ireland
2. UK
3. Belgium
4. Luxembourg
5. Switzerland\*

*Parts of*

6. France
7. Germany
8. Netherlands

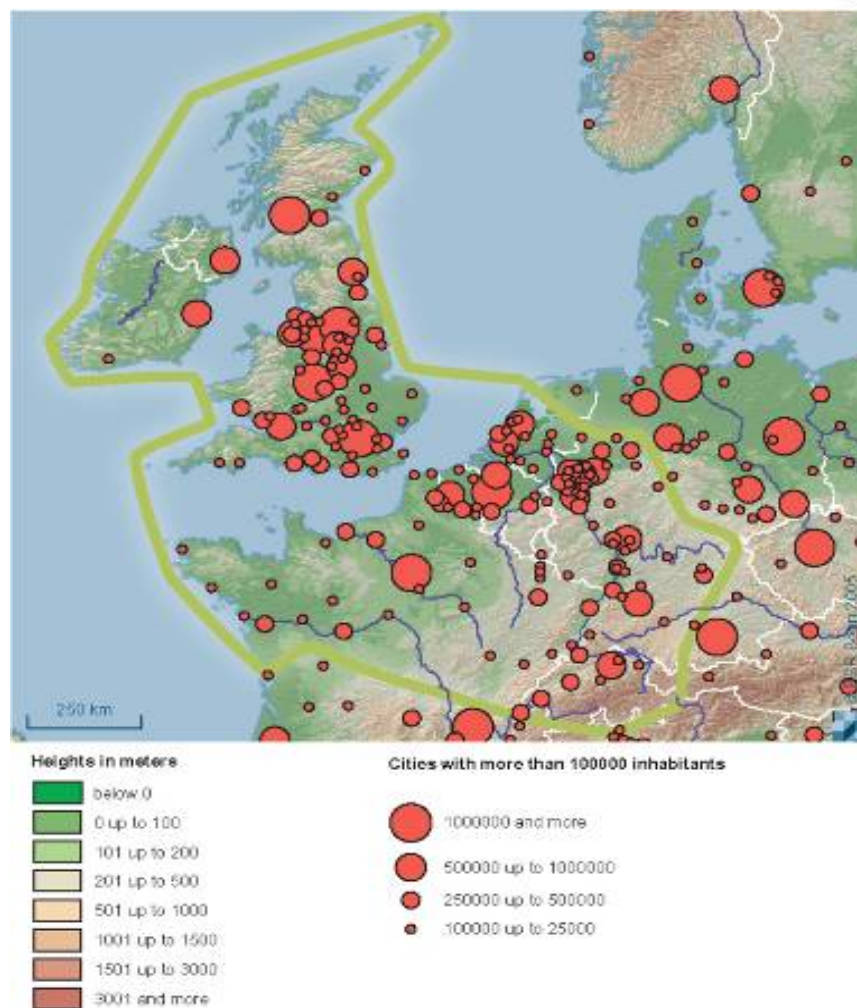




# Cooperation Area Characteristics

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- 845,000 km<sup>2</sup>
  - 21% of the EU territory
- 180m inhabitants
  - 39.5% of EU population
- 307 inhabitants per km<sup>2</sup>
  - 75% of the population lives in densely populated urban areas





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# Programme Aim

“The North West Europe Programme aims to capitalise on the cooperation between key actors to address territorial issues across the NWE area.

This is in order to contribute to the NWE’s economic competitiveness while equally promoting regionally balanced and sustainable development”.





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# Means of achieving Programme aim

- 1. Time: 2007-2013**
- 2. Budget: €350 million**
- 3. Core function: Co-finance cooperation projects under four thematic Priorities:**
  - 1. INNOVATION**
  - 2. NATURAL RESOURCES**
  - 3. CONNECTIVITY**
  - 4. COMMUNITIES**

**...and building on past and present achievements**



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## Flash-back 2000-2006 INTERREG IIB NWE

**Priority on Transport and ICT: 17 projects – 160+ partners – €64 m ERDF**

**ITISS** assisted travellers by providing real-time travel information both before and during trips, allowing them to make more informed decisions about how they travel.

Lead Partner: Greater Manchester Passenger Transport Executive

Other partners: DE, FR, NL, IE

ERDF Contribution: 1.5 million

Timeline: September 2003 – August 2007

**OPTIMUM2** aimed at better integrating Mobility Management into spatial planning and so promote sustainable transport alternatives. Major public facilities, including hospitals or business parks, were selected for ten pilot projects in metropolitan areas testing a range of different sustainable mobility schemes such as real-time information.

Lead Partner: Provincie Noord-Holland

Other partners: UK, BE

ERDF Contribution: 4.9 million

Timeline: January 2003 – June 2008

**Other topics included: HST; freight; urban transport; maritime safety; port management...**



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## Priority 3: **Connectivity and accessibility**

*“to improve the functional integration of NWE through improved connectivity and accessibility by promoting sustainable transport connections for both passengers and freight on rail, waterways, sea and air, and to develop innovative approaches to the use of ICT, for the transnational territory and beyond”.*

➤ **7 projects approved so far (€41.5 m out of €89.4 m)**



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# What kind of projects are we looking for?

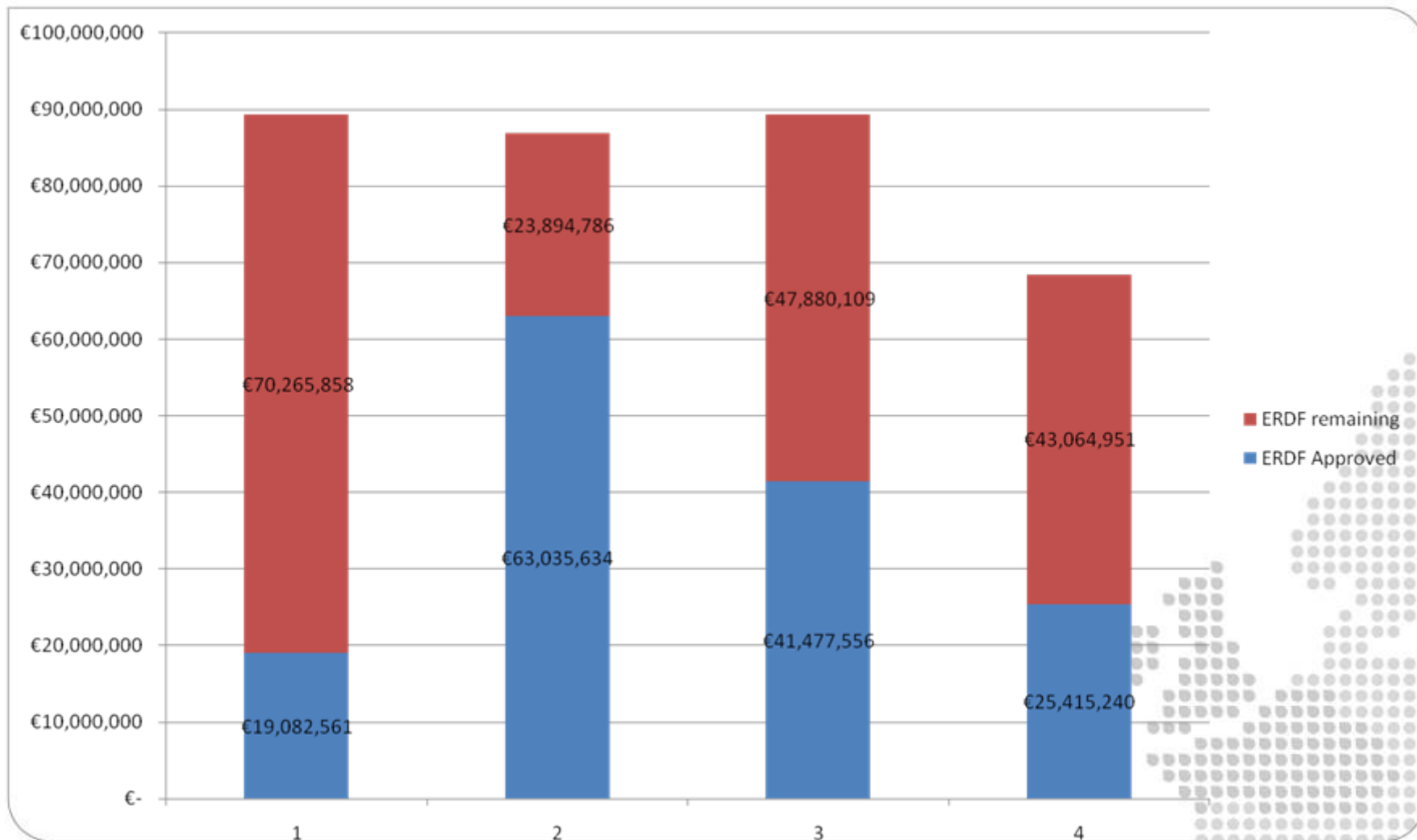
## Projects that:

1. include new & innovative ideas and demonstrate clear added-value compared to previous projects
2. involve partners who can act as key actors in specific fields
3. offer truly joint approaches and solutions (no investments that are already planned in local strategies)
4. propose focused actions and deliver tangible and measurable results
5. try to target specific issues with a wide strategic and long lasting impact
6. promote action-oriented results: studies will be eligible only if they precede concrete actions or investments.



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# ERDF Approved by Priority





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# Selection Requirements

**Eligibility** addresses mainly transnationality, concrete and transferable outputs, eligibility of expenditure and (territorial) relevance to Programme

Qualitative **selection** addresses the following:

**Capacity, quality and intensity of cooperation**

**Deliverables and consistency between aim and action plan**

**General approach**

**Overall quality: competitiveness / sustainability and cohesion (cross-cutting elements)**

**Capitalisation, leverage effect and communication strategy**

**Management and market price**

**Value for money**





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# Project example: ROCK

« *Regions of Connected Knowledge* »

***Aim: RoCK** aims at the development of improved, efficient, interoperable and user-friendly railway networks, including **transnational connections**, in and between knowledge regions - making use of **existing infrastructure** and developing and implementing smart solutions to improve the network quality.*

***Lead Partner:** City of Eindhoven (NL) and 10 more from DE, FR, UK and BE.*

***ERDF:** €5.9 m*



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# Project example: ROCK (2)

Some expected results on operability:

- Development of interoperability-systems on the railway track Eindhoven-Venlo-Düsseldorf (Investment I)
- A hybrid system solution at connection Eindhoven-Heerlen-Aachen, allowing IC trains running from Eindhoven to Aachen (investment II)
- Safety and system integration (ERMTS) to allow higher speeds at the first Dutch-Belgium Light lightrail connection Maastricht-Hasselt/Leuven (Investment III)



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# Project example: ROCK (3)

Some expected results to stimulate use :

- Concrete steps towards integrated ticketing with pilots in different contexts: advanced PDA-based ticketing systems, web-based booking facilities
- Strategic marketing tools to encourage behavioral change. Pilots on individual information supply via a Wifi network (Reading) and strategic marketing of new cross-border connection Eindhoven-Heerlen-Aachen through national and transnational marketing schemes



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# Project example: TRAMSTORE

**Aim: Tramstore** aims at building sustainable and efficient tramway depots. It also looks at resolving a typical challenge in urban areas: how to develop public transport infrastructures without increasing their negative impacts on the urban context, which impact their functionality.

**Lead Partner:** STIB (BE) and 4 more from NL, FR and UK.

**ERDF:** €5.4 m





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# Project example: TRAMSTORE (2)

The list of issues developed by partners are the following ones (see details in Action Plan):

- 1 Depot localisation, integration in the urban context
- 2 General building planning, decision process, final layout
- 3 Cost-benefits analysis methods
- 4 *Energy, water, waste, noise, maintenance*
- 5 *Tasks planning, working conditions*
- 6 *Building materials*
- 7 *Building works management*





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# Project example: TRAMSTORE (3)

This project will ensure practical transnational advice is given for the improvement of several European depots, guiding pilots to improve innovativeness and evaluate global sustainability goals.

All pilots are part of much larger investment plans for the upgrading of tram depots. Apart from a better transportation performance attention will also focus on reduced external impacts on the neighborhood, considering both immediate disturbances and environmental print, and possibly searching for elements that constitute added value for surrounding city users.



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# Project example: SINTROPHER

Sustainable Integrated Tram-Based Transport Options for  
Peripheral European Regions

***Aim:*** To improve accessibility to/from semi-rural peripheral regions around medium-sized cities, through innovative, cost-effective, **regional tram-based transport networks**, integrated with national/international high-speed rail and air networks through seamless-web intermodal interchanges at key regional hubs.

***Lead Partner:*** University College London (UK) and 13 more from FR, NL, DE, and BE

***ERDF:*** €7.2 m



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# Project example: SINTROPHER Actions (2)

*1-Development of new, cost-effective, user-friendly technologies for regional fixed-route passenger transport, including TramTrains & alternative fixed-route tram technologies, suitable for use in semi-rural peripheral regions*

*2-Assessment of the costs/benefits of the regional TramTrain technology, developed in Karlsruhe & recently in Kassel (DE), now proposed for Fylde Coast (UK) & Nijmegen-Kleve (NL), against low-cost separate right-of-way regional tram systems penetrating urban areas, as proposed in West-Vlaanderen (BE) & Valenciennes (FR)*

*3-Development of new, cost-effective intermodal interchanges, between regional tram and national/international rail and between regional tram and regional (secondary) airports, using imaginative urban design and state-of-the-art ICT*



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# Project example: SINTROPHER Actions (3)

*4-Examination of obstacles (legal, administrative, technological) to adoption of fixed-route tramway innovations between NWE countries*

*5- Systematic comparison of appraisal/evaluation techniques (technical, financial/commercial) used to determine the viability of transport investment proposals in NWE Member States, including ex-ante assessment of indirect (urban/regional developmental, regeneration) impacts, and their effect on investment levels and patterns*

*6-The role of marketing techniques in improving public acceptance/usage of fixed-route public transport in rural areas (i.e. attracting transfer from private car; encouraging private investment in urban development and regeneration).*



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## Conclusions: INTERREG IVB – a Sustainable Funding Solution for Urban Transport?

### **Intensifies territorial impact through:**

- Cross-sectoral approach
- Promotion of multi-level partnerships including PPP
- Secure financial leverage and attract further investment

### **Creates links to EU through:**

- Common problems across EU cities
- Reference to EU policies but adaptation to local transport context
- Access to high level transfer of knowledge





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## Conclusions: INTERREG IVB – a Sustainable Funding Solution for Urban Transport?

### **Improves efficiency through:**

- Exchange of know-how to reduce costs, and avoid duplication
- Feasibility studies at transnational level

### **Compared to other funding sources:**

- Possibility to finance **pilot investments/schemes in infrastructure**
- Significant envelopes
- Provision of support in developing project ideas





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# Programme Agenda 2009

- 5th call: 7 September to 7 October at 12.00  
→PSC5: 7-8 December 2009
- 6th call closure: spring 2010
- Annual event in Rotterdam : 8 and 9 October  
→Climate change





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**Thank You**

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