



European
Commission

CONFERENCE ON
CONNECTING
EUROPE

Exhibition Guide

Welcome to the exhibition

Thanks to EU funding, European transport infrastructure is being transformed from a patchwork into a network, connecting European citizens and bringing a wealth of benefits to the EU as a whole. The investment needs remain considerable, and future success will rely on the ability to deliver the expected investment results on the ground.

At the Connecting Europe Exhibition, we invite you to meet and discuss with around 60 different TEN-T projects and initiatives – to learn about their results, experience and best practices – and to meet the people on the ground helping to make them happen.

The exhibition floor plan is at the back of this guide.

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OA Welcome to Estonia – Estonian Presidency



Welcome to Estonia!

The motto of the Estonian Presidency of the Council of the European Union is 'Unity through balance'. We believe that Europe has plenty of common ground to come together to successfully tackle all the challenges and make the most of all the possibilities that face us today. We must facilitate openness in both our economy and society, while also ensuring safety and security. Our role is to find a balance between the different views, traditions and interests in Europe today to achieve the best possible outcome for European citizens.

The four priorities of the Estonian Presidency are:

- An open and innovative European economy
- A safe and secure Europe
- A digital Europe and the free movement of data
- An inclusive and sustainable Europe

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OB NATS

Four air transport projects in the UK

NATS

The implementation of SESAR and the European Air Traffic Management (ATM) Master Plan includes the provision of new tools and display capabilities for air traffic controllers, essential to modernise Europe's airspace, increase capacity and improve aviation's environmental performance.

Within the UK, this is supported by three projects undertaken by NATS (En Route) plc – the main air traffic service provider, which are directly funded by the EU. These include:

- The design and installation of new Air Traffic Controller Working Positions (CWPs) at the Swanwick Air Traffic Control Centre. This is an essential enabler to support the implementation of future SESAR concepts which will also enable operational efficiencies and improved civil-military coordination.

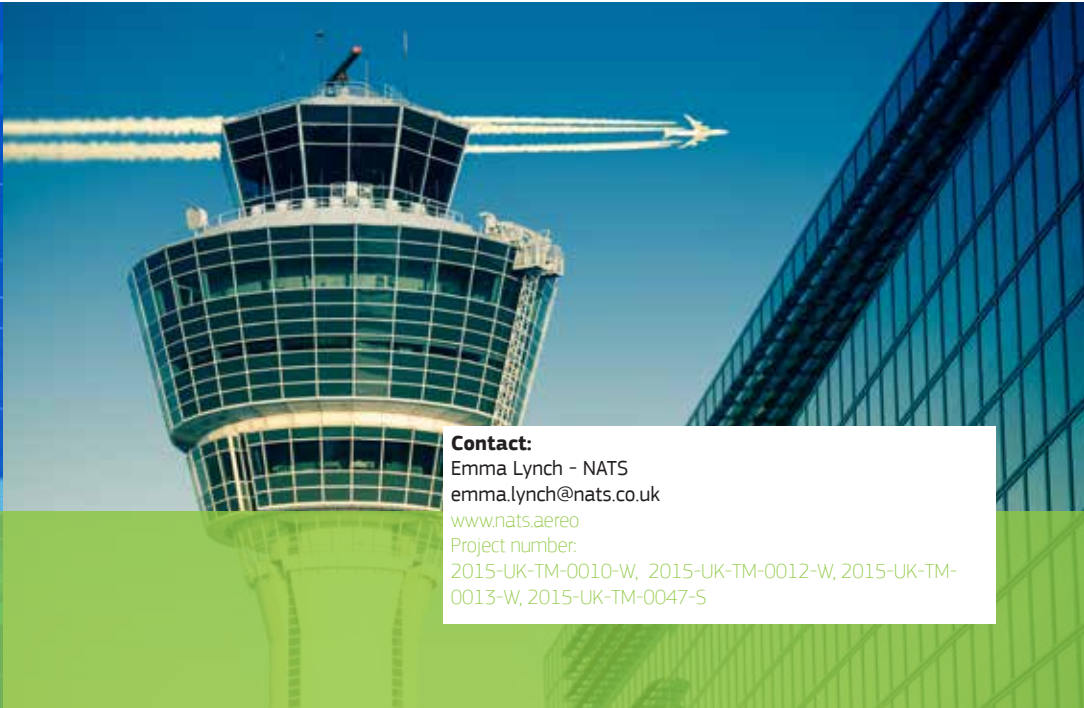
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Project number:

2015-UK-TM-0010-W, 2015-UK-TM-0012-W, 2015-UK-TM-0013-W, 2015-UK-TM-0047-S



- The development of new Human Machine Interface (HMI) requirements, as well as the installation of controller working positions.
- The deployment of a number of supporting controller tools that will support the implementation of SESAR concepts in the UK.

These projects deliver new technologies, implement interoperable and harmonised ATM equipment and support the deployment of SESAR Essential Operational Improvements such as Business Trajectory, Mission Trajectory, Sector Team Operations and Trajectory Based Tools, which will improve the efficiency of Europe's air traffic management network.

The SES and SESAR ambitions also include the rationalisation and upgrade of Communications, Navigation and Surveillance (CNS) equipment. EU is helping fund the UK's progress towards a Satellite-based navigation environment, which will help to reduce demand for both electricity and radio spectrum.

A limited number of existing ground-based navigation aids are to be retained as a backup in case of any issues with satellite navigation. EU is helping fund the upgrade of these core installations so that they are ready for a long working life as the others are switched off.

EU is also helping fund the increase in efficient use of the radio spectrum by migrating from 25kHz Voice Communication frequencies to 8.33kHz – allowing 3 times as many frequencies to be used within the same overall bandwidth, and thus permitting more controllers to talk to more aircraft.

OC ASM Tool Installation

EANS



Air Space Management (ASM) tool implementation is a prerequisite for Free Route Airspace Implementation of AF3 – Flexible Airspace Management and Free Route of the Commission Implementing Regulation (EU) No 716/2014 on the establishment of the Pilot Common Project (PCP) supporting the implementation of the European Air Traffic Management Master Plan. Eurocontrol's LARA ASM tool:

- enhances Civil-Military ATM performance
- provides real-time exchange of airspace management data
- enhances situational awareness
- facilitates collaborative decision-making
- improves safety

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OD SESAR



The SESAR Deployment Manager is the official title of the organisation that is coordinating the upgrading of Europe's air traffic management infrastructure. The main task of the SESAR Deployment Manager is to develop, propose and maintain the deployment of SESAR concepts and technologies and ensure efficient synchronisation and overall coordination of implementation projects, as well as the related investments in line with the Deployment Programme. The tasks of the Deployment Manager are specified in Article 9 of Commission Implementing Regulation (EU) No 409/2013.

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OE MaRS & RTC - two air transport projects in Germany

Deploying New Radar Technologies (MaRS): Implementation of SES by Improving Performance, Interoperability and Modernising ATM in Germany

The project aims to fully deploy a new surveillance sensor infrastructure within the Federal Republic of Germany. As the current mostly radar-based infrastructure is based upon technical systems of the 1980's, the current radar surveillance infrastructure is to a large degree not capable of enabling state-of-the-art functionalities or to fulfill state-of-the-art requirements to significantly contribute to enabling performance increases, increases in airspace capacity or to ensure continuously optimised levels in safety-of-life.

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Project number: 2015-DE-TM-0128-W, 2015-DE-TM-0268-W

Deploying Remote Tower Control (RTC): Implementation of SES by Improving Performance and Modernising ATM for Tower Service Provision in Germany

Sustaining air traffic service to remote communities in the EU is of importance for these areas with regard to their local economy as well as their connectivity within the European comprehensive network. This project deploys solutions for continued air service to the more remote regions of Germany (Saarbrücken, Dresden and Erfurt).

Remote Tower Control (RTC) provides cost-efficient air traffic services for airports from a remote location. The core of RTC is the use of a visual reproduction (based on high-definition video cameras in conjunction with infrared cameras and panoramic high resolution screens) replacing the on-site out-of-the-window-view by an air traffic controller and allows for remote air traffic services provision in real time. Bundling aerodrome air traffic services from a single

Remote Tower Control Center in Leipzig in a first step for the airports of Saarbrücken, Dresden and Erfurt allows for efficient staff resource deployment, which is enabled through a uniform concept of operations and qualifications. Furthermore, staff resources may be deployed - optimised across the actual traffic demand at all three airports combined.



DFS Deutsche Flugsicherung

OF Borealis Free Route Airspace (Part 1)



The Borealis Alliance Free Route Airspace (FRA) programme will enable airline and business aviation customers to plan and take the most cost effective, fuel efficient and timely routes across the entire airspace managed by Borealis members - saving time, money and fuel. It is a major step forward in delivering the European Commission's vision of a Single European Sky and Borealis Alliance members are working with their National Supervisory Authorities and EASA to encourage greater regulatory cooperation in order to ensure Free Route Airspace in Northern Europe is safely introduced as quickly and as efficiently as possible.

The programme will build on work initiated through the three existing Functional Airspace Blocks (FABs) – the Danish-Swedish, North European and UK-Ireland FABs – and the North European Free Route Airspace (NEFRA) programme, but is voluntarily being expanded by the ANSPs and extended to include Icelandic airspace to maximise the benefits for customers.

Free Route Airspace is a key element of AF3 – Flexible Airspace Management and Free Route of the Commission Implementing Regulation (EU) No 716/2014 on the establishment of the Pilot Common Project (PCP) supporting the implementation of the European Air Traffic Management Master Plan. Within the Preliminary Deployment Programme FRA is sub-ATM functionality S-AF3.2: Free Route.

A blue-tinted photograph of an airport tarmac. In the foreground, two people are silhouetted against the bright background, standing and talking. In the background, several large commercial aircraft are parked at gates, and a city skyline is visible in the distance.**Contact:**

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OG EuroVelo, the European cycle route network

About 250 million Europeans cycle regularly, of which 61 million cycle 'at least once a day'. There is a long list of environmental, social and economic benefits associated to cycling. For example, the EU estimates cycling contributes more than €200bn a year to the European economy and that the cycling sector employs over 650,000 people.

One of the objectives of the European Cyclists' Federation (ECF) is doubling levels of cycling by 2025. Currently, around 7.4% of Europeans cycle as a daily means of transportation and we want that figure to reach to 15% by 2020. If we were to do so, we would be saving 24 million tons of CO2 and there would be up to 1 million people employed in Europe linked to the cycling sector.

One of the ways the ECF promotes cycling is by coordinating the development of EuroVelo, the European cycle route network, at the European level. EuroVelo is made up of 15 long distance cycle routes that connect the whole continent and, in many cases, follow TEN-T corridors. In 2013, references to EuroVelo and cycling were included in the TEN-T guidelines for the first time and cycling infrastructure can now form part of a TEN-T project.

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1A MECOR - Multimodal e-mobility connectivity for the Oresund Region

The MECOR project is financed by the European Union's Connecting Europe Facility and is under the patronage of the Danish and Swedish governments. It will install a total of 60 charging sites in the Öresund Region, with a total number of 120 charging stations and 240 charging outlets by the end of 2017.

The sites are located at public transport hubs and therefore allow users of public transport to use Electric Vehicles before or after their public transport ride. This is also thanks to cooperation with car sharing and car rental companies. Of course, the vehicle can also be charged conveniently while the passenger uses public transportation.

The Öresund Region consists of the urban nodes of Southern Sweden and Eastern Denmark, including Copenhagen and Malmö, Helsingborg and Helsingør. With 3.7 million inhabitants, the region generates a quarter of the combined GDP of Denmark and Sweden. Offering millions of travellers and commuters sustainable transport solutions therefore provides practical solutions for Danes and Swedes and a good study case for other regions in Europe.

CLEVER



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Project number: 2014-EU-TM-O213-M

1B EVA+, FastEVNet, EAST E, GREAT, Synerg-E & AdvancedEvNet - e-mobility & synergy projects

The seven projects represent innovative e-mobility / synergy projects dealing with deployment of e-mobility charging infrastructure in Italy, Austria, Slovakia and Poland.

Cross-border, interoperable networks for EV drivers are deployed on TEN-T core network and urban nodes, including barrier free access to the charging stations and state of the art customer services. To manage grid connection and the availability of electricity from RES, local battery storage systems are deployed at some of the locations (sectorial integration of energy and transport).

The charging network deployed and e-mobility services offered to customers contribute to decarbonisation and roll-out of alternative fuels in Europe.

The projects are implemented by consortia with extensive knowledge in e-mobility and energy services.



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Project number:

2015-EU-TM-0415-S, 2014-EU-TM-0196-S, 2014-EU-TM-0568-S, 2015-EU-TM-0204-S, 2014-EU-TM-0477-S, 2016-EU-SA-0013, 2015-SK-TM-0320-S, 2016-SK-TMC-0317-S

1C Ultra-E



Long distance electrical vehicles (EV) have a driving distance of up to 500 km. This is a significant improvement in comparison to the previous EV generation that had to stop to recharge every 100-150 km. However, charging these new EV would take 1.5-2 hours on existing fast chargers. For this reason, the successful introduction of long distance EV depends on the availability of ultra-fast chargers that will reduce the charging time down to 20 minutes.

In this framework, the goal of the project is twofold:

- To deploy a pilot of 25 ultra-fast chargers (150-300 W) on TEN-T Corridors connecting the Netherlands, Belgium, Germany and Austria, thus bringing direct benefits to EV drivers
- To use this pilot experience to promote the roll-out of ultra-fast charger stations in Europe. This will be done by analysing market and business models, evaluating the pilot experience and defining an EU roll-out plan. In this context the opportunity to use European Investment Bank innovative financial instruments will be studied

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Project number: 2015-EU-TM-0367-S

1D EV Fast Charging Backbone Network Central Europe

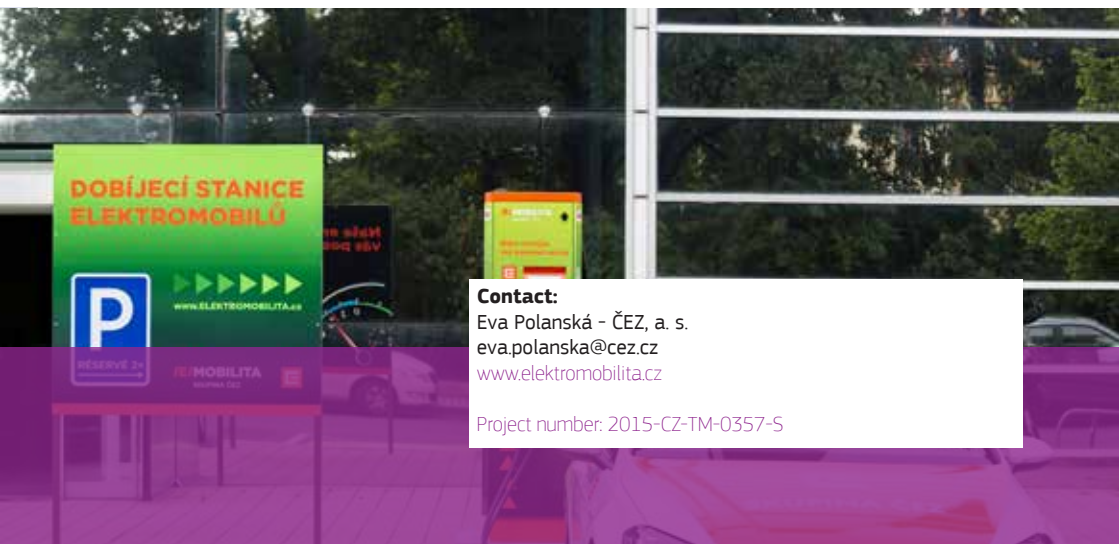
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SKUPINA ČEZ



The project - study with pilot deployment - consists of several studies that will result in pilot deployment of fast charging stations followed by evaluation of this deployment in the form of a business plan for a large-scale rollout and formulation of policy recommendations for further development of e-mobility in the region of Central Europe.

The project refers to the development of electric vehicles (EVs) and the e-mobility market in general in Central Europe. Several studies including the Impact assessment to the Directive on alternative fuels infrastructure identified that existence of an appropriate charging station network was the precondition for e-mobility expansion. Therefore the aim of this Project is to remove this key barrier by deploying the backbone of fast charging stations on the TEN-T core corridors. Thanks to the usage of multi standard fast charging stations and implementation of roaming and an ICT backend, the interoperability and compatibility with existing networks of charging stations in the EU will be secured and the backbone network shall provide coverage not only to the Czech Republic but also to other Member states.

Within the Project 42 multi standard fast charging stations built along the TEN-T core corridors with linkage to Germany,



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Project number: 2015-CZ-TM-0357-S

Poland, Slovakia and Austria will enable smooth and comfortable EV travelling mainly along Orient/ East Med, Baltic-Adriatic and Rhine- Danube corridors and reduce the range anxiety.

The project will also investigate integration of energy storage into the charging infrastructure as an intelligent and sustainable solution to connecting the charging network into the electricity grids. Last but not least it will focus on definition of standards and best practices for network construction and operation.

The project fully complies with the Directive on alternative fuel infrastructure deployment and contributes to targets set by EU legislation (GHG reduction, energy efficiency increase, extended use of renewables in transport, increased energy security) and by national plans, especially the National project plan for clean mobility (target of 500 fast charging stations in 2020) and the updated State energy policy.

1E H2Nodes – evolution of a European hydrogen refuelling station network by mobilising the local demand and value chains

The Project's overall objective is to foster the use of hydrogen-fuelled fuel cell electric vehicles (FCEV) across Europe, significantly contributing to the European alternative fuels implementation strategy.

The project, including a study and real-life pilot deployments at three locations (Pärnu Estonia, Riga Latvia and Arnhem in the Netherlands), is implemented along the North Sea-Baltic Core Network Corridor. To deliver on the overall objective of the Project, there are two specific objectives, which will be met by carrying out five defined activities within the project:

- To understand all necessary technical, economic and customer-related requirements for the hydrogen value chain, to be commercially viable and adopted at large scale by a sustainable market for both urban and long-distance use
- To operate and monitor the use of hydrogen infrastructure so as to interact and inform the studies



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Project number: 2014-EU-TM-0643-S



1F SiLNGT – Small Scale Transport

The Project will be implemented on the Core road Network in Slovenia and Croatia and on the Mediterranean Core Network Corridor.

It aims to develop LNG availability and use in these two countries. This will be achieved through the deployment of three natural gas refueling stations (LNG) in both countries, dedicated to Heavy Duty Vehicles.

Natural gas vehicles represent the fastest and most effective way to reduce harmful emissions caused by transportation. They are quieter and more economical, while applied technology is extremely safe

Ultimately a deployment plan, a business model and overall recommendations will be drafted allowing the roll out of a full network of LNG stations along the corridor.

SiLNG

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Project number: 2015-EU-TM-0104-S

1G LNGAFT - Liquefied natural gas as alternative fuel for transport

The project LNGAFT promotes LNG heavy-duty vehicles as ready-to-use, LNG urban transport solutions for all cities, because LNG buses are efficient, sustainable, safe, and – taking into account external costs – much more competitive than diesel buses.

LNGAFT responds to increasing oil dependency and rising costs of oil, and aims at enhancing the quality of life of our citizens. It contributes to a better accessibility within Central European cities, focusing on urban transport.

Expected results include:

- One supply point of LNG alternative fuel using TEN-T core network road corridors
- Real-life-trial for 15 LNG buses and wide-scale roll out of LNG heavy-duty vehicles
- Wide-scale roll out of LNG buses in Central Europe after real-life-trial operated by public transport companies



DANUBE LNG
EUROPEAN • ECONOMIC • INTEREST • AGREEMENT

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Project number: 2015-SK-TM-0348-S

1H Nordic Hydrogen Corridor

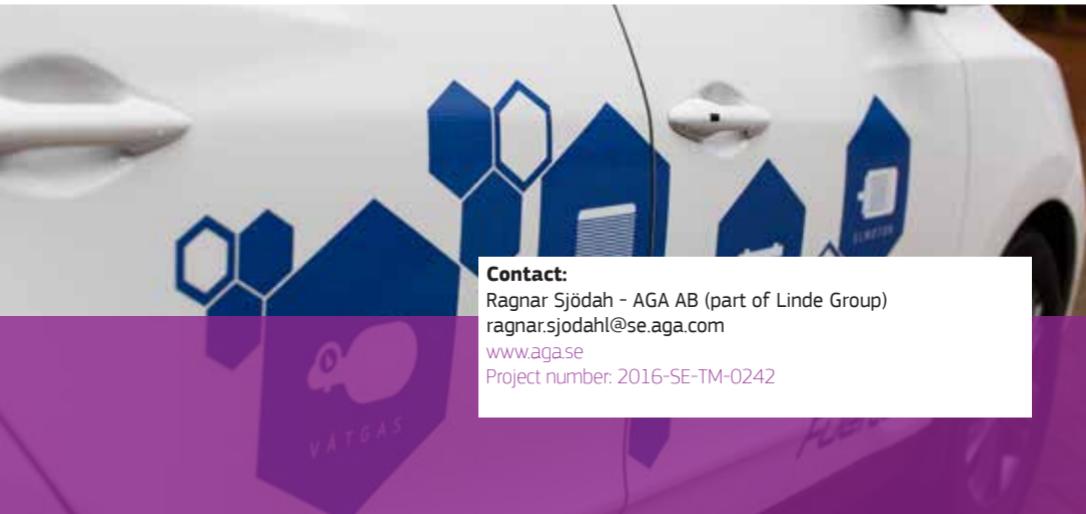


Nordic Hydrogen Corridor is a real-life trial of eight new hydrogen refuelling stations (HRS), hydrogen production units (electrolysers) and 100 – 150 fuel cell electric vehicles (FCEV) along the TEN-T Scandinavian-Mediterranean core network corridor in Sweden during the period 2017-2020.

It is the puzzle piece that interconnects the existing HRS networks in Norway, Denmark, Sweden and Finland. The project will create one Nordic HRS network in the most populated parts of these countries connecting the capitals Oslo, Stockholm, Helsinki and Copenhagen enabling hydrogen mobility for 18 million people across borders.

Financing options using innovative financial instruments and bankability will be analysed. Extensive dialogue will be established to extend the client base, ensure understanding of client's needs and to make decision makers understand the barriers, the possibilities and their role in facilitating the market to shift to renewable hydrogen.

Hydrogen production, distribution and storage together with HRS operation and other related infrastructure issues will be optimised during the Project since real life data will be provided from frequent usage by the FCEV fleet of each HRS, creating a steady need for hydrogen and well planned logistics. Technical, economical and regulatory aspects are addressed during the project.



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11

HIT-2-Corridors

The aim of the HIT-2-Corridors project is harmonised deployment of Hydrogen Infrastructure for Transport (HIT) along two TEN-T Core Network Corridors (Scandinavian-Mediterranean and North Sea-Baltic). It builds upon the results of the previous TEN-T project HIT, Hydrogen Infrastructure for Transport which ended in December 2014.

New infrastructure investments and plans are located along the two TEN-T Core Network Corridors to ensure long distance travel for fuel cell electric vehicles. The project has been successfully finalised in December 2015.

Main activities of the project include:

- Studies and plans for the preparation of new political propositions for implementation of hydrogen infrastructure deployment and fuel cell electric vehicles roll out
- New hydrogen refuelling stations have been built in Stockholm, Gothenburg, and Voikoski
- A strategic analysis on integration of hydrogen in road corridors was led by the Ministry of Infrastructure and Environment of the Netherlands
- An extensive hydrogen road tour has been held along both Core Network Corridors

HYDROGEN INFRASTRUCTURE FOR TRANSPORT
HIT-2-CORRIDORS



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1J

Belfast Inter-modal Transport Hub, York Street Interchange, Removal of a Major Bottleneck at Newry/Warrenpoint

The Belfast Inter-modal Transport Hub - improving intermodal connection on the TEN-T Core Network project relates to the completion of a study which will inform final project definition for the creation of a new Inter-modal Transport Hub for Belfast.



York Street Interchange - Improvement to Belfast Port Hinterland Connections project relates to studies that will facilitate the implementation of a project that will provide better access for freight and passengers to and from Belfast Port. The completed project will not only improve hinterland connections to Belfast Port but will also remove a major bottleneck.

Removal of a Major Bottleneck on the NS-Med Corridor at Newry/Warrenpoint project will contribute significantly to the removal of a functional bottleneck as defined in Article 3(q) of Regulation 1315/2013 and is strategically important in the development and management of Northern Ireland's road network and TEN-T network.



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Project number: 2013-UK-26005-S, 2011-UK-93016-S,
 2016-UK-TA-0008-S

1K ViA15: solving the missing link in the cross-border road infrastructure on the Rhine-Alpine corridor

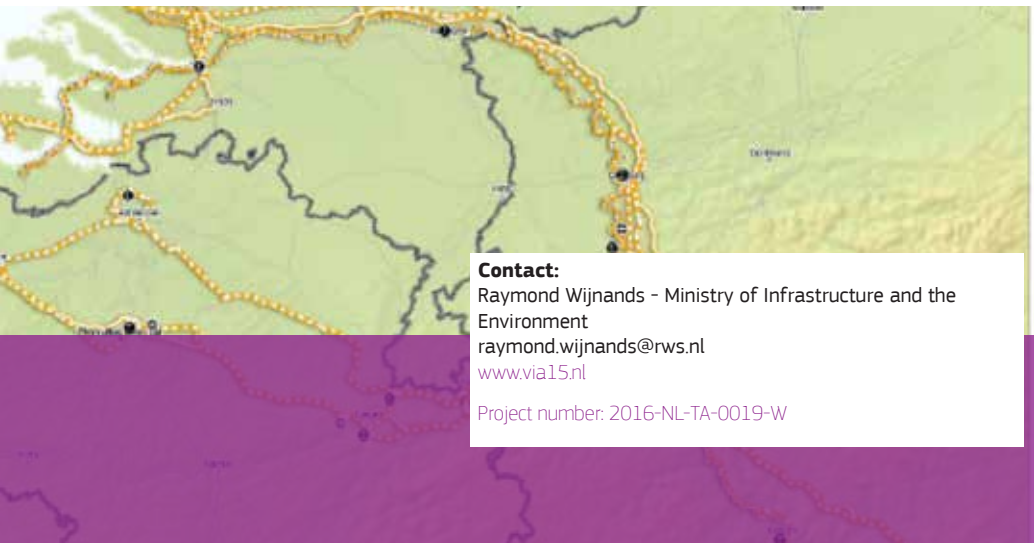
The Global Project is the road project of the Dutch Ministry of Infrastructure and the Environment - ViA15 in the East of the Netherlands.

The Global Project ViA15 concerns the upgrading of the road infrastructure around Arnhem and Nijmegen, including the construction of 12,5 km of new road between Ressen and OudBroeken, upgrading of existing roads and new connections to regional road infrastructure. The Global Project will extend the A15, currently connecting Rotterdam and Nijmegen, to the East. The extended A15 road will connect to the A12 South-East of Arnhem and subsequently the A3 Autobahn in Germany (Oberhausen/Ruhrgebiet).

The Global Project addresses the missing link in the road infrastructure between North Sea ports Amsterdam and Rotterdam and the Ruhr area in Germany. The project is located in a cross-border section of the Rhine-Alpine corridor between the urban nodes of Düsseldorf (Ruhrgebiet) in Germany and the Randstad area (Amsterdam/Rotterdam) in the Netherlands.



Rijkswaterstaat
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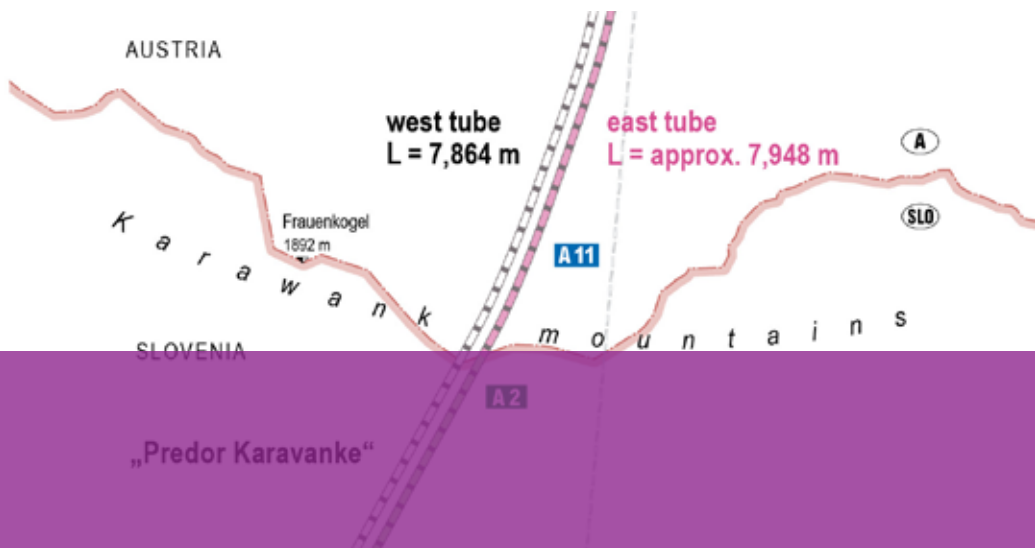
Project number: 2016-NL-TA-0019-W

1L Reinforcing the Baltic-Adriatic Corridor between Vienna and Brno by extending the Austrian A5 North motorway

The goal of the design and construction activities for the extension of the A5 North motorway is to create a high-performance North-South road connection between Vienna (Austria) and Brno (Czech Republic). This will contribute to a consistently high road capacity on the Baltic-Adriatic network corridor. Moreover, the network will be prepared for changes in traffic including Viennese commuting and business traffic. The current strain on the subordinate road network, including the environmental impact for the affected municipalities will be reduced - and road safety will be increased significantly.

The Karawanken tunnel is a particular bottleneck on the TEN-T road network between Austria and Slovenia because it is a single-tube tunnel with two-way traffic. Possible alternative routes for heavy goods traffic in the event of the blocking of the tunnel are very long. The main goal of this CEF-funded project is to design (and build) a second tube for the Karawanken tunnel in Austria and Slovenia in order to improve the tunnel safety of the Karawanken tunnel and increase the capacity of the tunnel to remove this cross-border bottleneck.

Moreover, the project will be a precondition for the later refurbishment of the existing tunnel tube.



1M INEA - Innovation and Networks Executive Agency

INEA is an executive agency established by the European Commission to implement EU funding programmes for transport, energy and telecommunications. This includes the Connecting Europe Facility (CEF), a key EU funding instrument that supports the development of high-performing, sustainable and interconnected Trans-European Networks in the fields of transport, energy and telecommunications; parts of Horizon 2020, the EU's €80 billion research and innovation programme for 2014-2020; and projects that are the legacy of the 2007-2013 TEN-T and Marco Polo (freight performance) programmes. In the 2014 to 2020 period, INEA will manage a total budget of up to €34.9 billion: €28.2 billion for CEF and €6.7 billion for Horizon 2020.

INEA's main aim is to provide stakeholders with expertise and high-level programme management, whilst promoting synergies among programmes, in order to benefit economic growth and EU citizens. The Agency is expected to manage over 2000 projects between 2014 and 2020.



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1N European Commission: Directorate-General for Mobility & Transport



Transport directly affects everyone in Europe. Whatever age we are, and whatever activities we undertake, transport and mobility play a fundamental role in today's world. The aim of the European Commission is to promote a mobility that is efficient, safe, secure and environmentally friendly and to create the conditions for a competitive industry generating growth and jobs. The issues and challenges connected to this require action at European or even international level; no national government can address them successfully alone. The European Commission's Directorate-General for Mobility and Transport works in concert with the European Union Member States, European industry, citizens and stakeholders.

Move
CONNECTING
EUROPE

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10 Setup and ITS connectivity of safe and secure truck parking areas in Romania



The objective of the project is to contribute to a network of certified safe and secure parking areas in Romania and optimize their use by designing and delivering an Intelligent Transport System (ITS) tool.

The project will upgrade one safety and secure parking area and construct three new ones on a key section of the Orient-East Med Corridor in Romania. These parking areas will be certified with a security and service level 4 by the European Secure Parking Organisation (ESPOG).

Moreover, the necessary studies for the construction of two additional safe and secure parking areas along the Rhine-Danube Core Network Corridor will also be completed.

Finally, with the aim of providing European truck drivers with appropriate information on the availability of safe and secure parking places, a specific ITS software programme and a mobile application will be delivered.

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Project number: 2015-RO-TM-0137-M

1P InterCor – Interoperable Corridors deploying cooperative intelligent transport systems



InterCor is a European project which aims to connect the C-ITS corridor initiatives of the Netherlands C-ITS Corridor (Netherlands-Germany-Austria), the French corridor defined in the SCOOP@F project, and the United Kingdom and Belgian C-ITS initiatives.

The InterCor project plans to achieve a sustainable network of C-ITS corridors providing continuity and serving as a Test-Bed for Day-One C-ITS service development and beyond.

InterCor is a 3 year project of 30 million Euros co-financed by the European Union under the Connecting Europe Facility.

The project aims to enable vehicles and related road infrastructure to communicate data through cellular, ITS-G5 or a combination of both networks on road corridors running through the Netherlands, Belgium, the UK and France. The overall goal is to achieve safer, more efficient and more convenient mobility of people and goods.

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<http://intercor-project.eu>

Project number: 2015 EU TM-0159-S

1Q LNG Blue Corridors

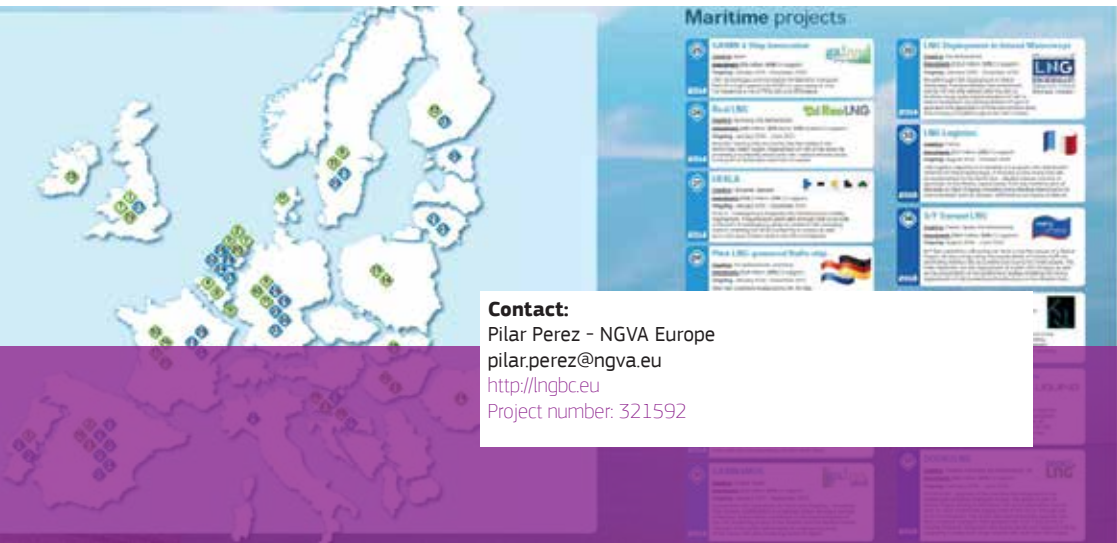
The LNG Blue Corridors project's aim is to establish LNG as a real alternative for medium & long distance transport - first as a complementary fuel and later as an adequate substitute for diesel.

To accomplish its objective it has defined a roadmap of LNG refueling points along four corridors covering the Atlantic area, the Mediterranean region and connecting Europe's South with the North and its West and East accordingly.

In order to implement a sustainable transport network for Europe, the project has set the goal to build 14 new LNG or L-CNG stations, both permanent and mobile, on critical locations along the Blue Corridors whilst building up a fleet of approximately 100 Heavy Duty Vehicles powered by LNG.

The project is co-funded by the European Union with the amount of €7.96 million (total investments amounting to €14.33 million), involving 27 partners from 11 countries.

Over 30 projects will be represented at the stand.



1R AUTOCITS - Regulation Study for Interoperability in the Adoption of Autonomous Driving in European Urban Nodes



The aim of the AUTOCITS project is to contribute to the deployment of C-ITS in Europe by enhancing interoperability for autonomous vehicles as well as to boost the role of C-ITS as a catalyst for the implementation of autonomous driving. To do that, three pilots will be implemented in three major European cities: Paris, Madrid and Lisbon, located along the Atlantic Corridor.

These three pilots will test and evaluate the deployment of C-ITS services in autonomous vehicles under the applicable traffic regulation. These pilots include testing of autonomous driving supported with C-ITS in open and closed traffic to check the applicable traffic rules. In concrete, the Project will conduct a study on traffic regulation for autonomous vehicles aimed primarily at urban nodes connected to the main transport network.

Aspects of real-time monitoring, communication infrastructure, guiding strategies for complex manoeuvres and high-level strategies for management of the autonomous vehicle from traffic control centres will also be addressed.

The project will also study the extension of the results and large scale deployment in other European countries, and contribute to initiatives such as the C-Roads and C-ITS platforms and other European standards-organisations.



1S SENSKIN - SENSing SKIN for monitoring-based maintenance of the transport infrastructure



Structural Health Monitoring (SHM) has a predominant role in the management of transport infrastructure. Current SHM methods rely on the use of point sensors and a dense network of such sensors is required to monitor a structure, which is costly (if practical) while conventional sensors fail at relatively low strains and their communication system is unreliable in extreme service conditions.

In summary, the objectives of SENSKIN are to:

- Develop a micro-electronic, skin-like, sensor for monitoring the transport infrastructure
- Apply emerging Delay (or Disruption) Tolerant Networks (DTNs) technology so that the output of the sensors is transmitted even when some communication networks are inoperable
- Develop a Decision Support System (DSS) for determining interventions for normal operating conditions and following a major incident
- Implement the above in the case of bridges and test, refine, evaluate and benchmark the SENSKIN monitoring system on actual bridges

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Project number: 635844

IT

Horizon 2020 projects



The **USE-iT** (Users, Safety, security and Energy in Transport Infrastructure) project's vision is to better understand the common challenges experienced across transport modes, bring representatives of transport modes together to share experience and skills and to develop a set of common research objectives.

FOX (Forever Open infrastructure across all transport modes) aims to develop a highly efficient and effective cross-modal R&D environment and culture which meets the demanding requirements of transport and connectivity. FOX will identify common needs and innovative techniques in the areas of construction, maintenance, inspection, and recycling & reuse of transport infrastructure.

REFINET (REthinking Future Infrastructure NETworks) aims to create a sustainable network integrating relevant stakeholders' representatives of all transport modes (road, railway, maritime, fluvial...) and transport infrastructure sectors in order to develop a shared European vision on how should be specified, designed, built or renovated, and maintained the multimodal European transport infrastructure network of the future (including, but not only, cross-modal aspects), in order to enhance the effectiveness of the sector, and to elaborate a Strategic Implementation Plan (SIP) that will define the innovation activities that are required to make this vision a reality.

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www.useitandfoxprojects.eu, www.refinet.eu, www.am4infra.eu,<http://ragtime-asset.eu>, www.aerobi.eu



AM4INFRA aims to overcome the legacy of European transport networks under which they have been developed incrementally (and mostly fragmented) over time within the specific setting of mode and country under various policies and service levels. Building on ongoing bottom-up actions, best practices and contemporary experiences of four National Infrastructure Agencies that are considered frontrunners in the development and application of asset management in their networks governance, it will deliver the first ever common European asset management framework approach that enables consistent and coherent cross-asset, cross-modal and cross-border decision making in the context of the White Paper on Transport.



An efficient asset management process is needed to ensure cost-effectiveness, in planning, delivery, operation and maintenance of large infrastructures or infrastructures network. The purpose of the **RAGTIME** project is to establish a common framework for governance, management and finance of transport infrastructure projects in order to ensure the best possible return from limited investment funds in transport infrastructures.



The **AEROBI** aims at the development and validation of the prototype of an innovative, intelligent, aerial robotic system with a specialised multi-joint arm for the in-depth structural inspection of reinforced concrete bridges, speedily and reliably, without interfering with the traffic and endangering the inspectors, that has the potential to be commercialised in the short term.



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2A ERTMS - the European Railway Traffic Management System



ERTMS was designed to overcome the multitude of disparate signalling systems in the different European countries, one of the core technical problems at the heart of the interoperability issue in Europe. It is now a mature system, deployed in 50 countries worldwide, that has proved to be the highest performing, safest and most flexible system and solution to date available to provide ATP protection for High Speed line services, conventional services, freight services or suburban traffic. 52% of ERTMS trackside contracts are deployed in Europe on more than 49000 track km and over 8700 vehicles. 31.4% of ERTMS trackside contracts are deployed in Asia, 13.5% in Africa & Middle East, 1.8% in Oceania and 0.7% in Latin America.

The success of ERTMS as well as the evolution and stability of the standard allow for making it a cornerstone for interoperability in Europe. In addition to interoperability, ERTMS also provides massive advantages in terms of capacity, speed, and reliability—all of which are fundamental to the successful operation of any rail system.

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Project number: 2014-EU-TM-0279-S

2B CoreLNGas hive - Core Network Corridors and liquefied natural gas

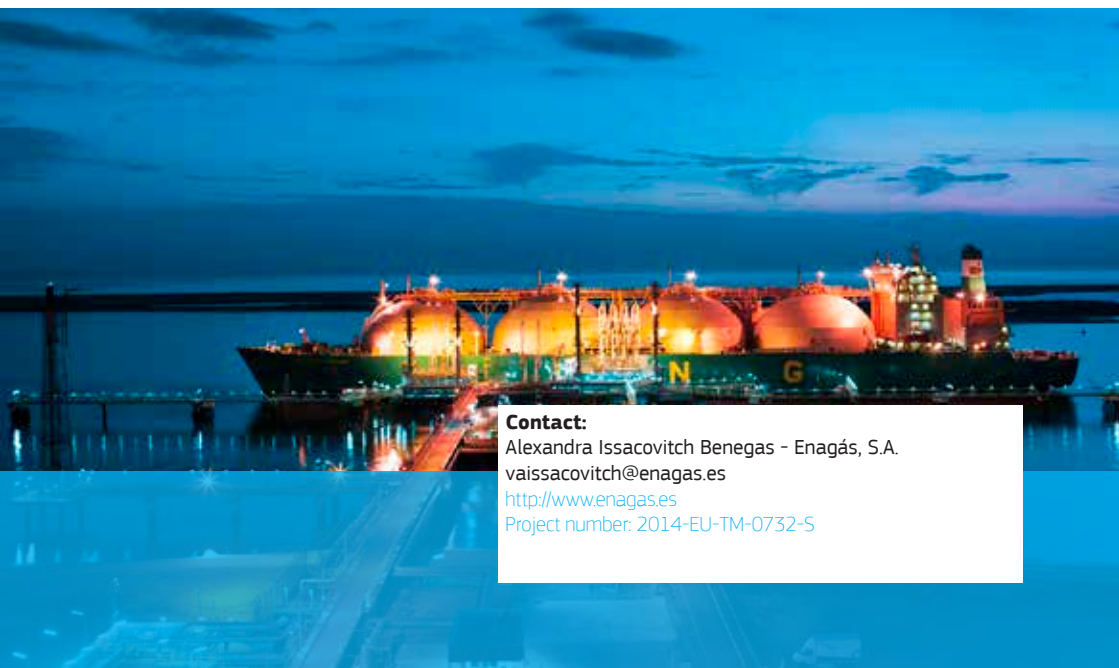


The aim of the CoreLNGas project is to develop a safe and efficient, integrated logistics and supply chain for LNG in the transport industry (small scale and bunkering), particularly for maritime transport of the Iberian Peninsula. The project contributes to the decarbonisation of the European corridors of the Mediterranean and the Atlantic and is a step in the career of reduced emissions, the promotion of clean energy for transportation driven by the European Union. It involves 25 studies, to be conducted by the partner companies for adaptation of infrastructure and logistical – commercial development in order to offer small-scale supply services and bunkering.

Project Coordinator: Enagás

Leadership of Puertos del Estado

The project has 42 partners: eight institutional or public entities; 13 Port Authorities and 21 partners from the industry.

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Project number: 2014-EU-TM-0732-S

2C NBB – North Bothnia Line

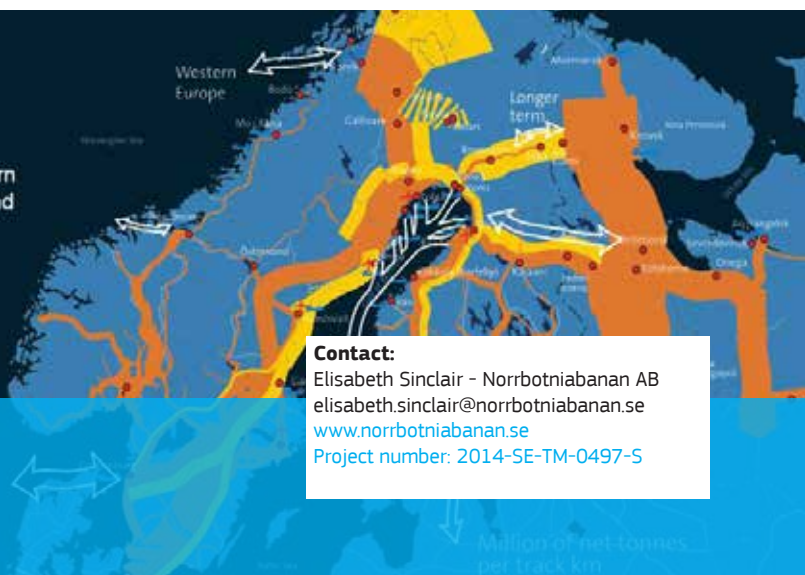


The ongoing CEF project “Norrbotniabanan” initiates a detailed planning for the North Bothnia Line and more specifically investigations and railway plans for the section Umeå–Skellefteå which is the first construction phase of the North Bothnia Line. The North Bothnia Line is a planned 270 km new railway section between the City of Umeå and the City of Lulea in Northern Sweden. The North Bothnia Line is an important link in the Core Network of the TEN-T for the transport of goods from the ever growing raw materials industry in Northern Scandinavia.

When in place, the North Bothnia Line will comprise a reliable double track along the main line in Northern Sweden, thus ensuring a robust and efficient mode of transport for goods and passengers. The North Bothnia Line will connect to the Iron Ore Line (Malmbanan) which comprises the heaviest Railway in Sweden from Kiruna and Malmberget to the Port of Lulea in Sweden and to the Port of Narvik in Norway.

The North Bothnia Line will also connect via the Haparanda Line to Finland and further east along the northern part of the Northern Axis. To the South the North Bothnia Line will connect to the Bothnia Line and other parts of the Bothnian Corridor.

- ◆ Existing volumes
- ◆ Potential volumes from increased production in northern Sweden, Finland and Russia



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Project number: 2014-SE-TM-0497-S

2D Shift2Rail JU



Within the group of EU agencies and bodies supporting EU businesses and innovation, Shift2Rail contributes to smart and sustainable growth through its actions to foster research and innovation in the railway sector.

The purpose is to achieve a Single European Railway Area (SERA); to enhance the attractiveness and the competitiveness of the European railway system to ensure a modal shift from roads towards a more sustainable mode of transport such as rail; and to sustain the leadership of the European rail industry on the global market.

The S2R JU functions as a platform bringing together different stakeholders from the railway sector (e.g. rail equipment manufacturers, infrastructure managers, railway undertakings).

In addition, as a platform, it offers opportunities for SMEs, Research Centres, and Universities to join the research and innovation activities.

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2E Rail Baltica – Development of a 1435 mm standard gauge railway line in the Rail Baltica corridor through Estonia, Latvia and Lithuania



Rail Baltica is a greenfield rail transport infrastructure project with a goal to integrate the Baltic States in the European rail network. The project includes five European Union countries – Poland, Lithuania, Latvia, Estonia and indirectly also Finland. It will connect Helsinki, Tallinn, Pärnu, Riga, Panevežys, Kaunas, Vilnius, and Warsaw. The Baltic part of the Rail Baltica project is referred to as the Global Rail Baltica project.

Facts:

- The largest Baltic-region infrastructure project in the last 100 years
- A 10-year construction period
- For both passenger and freight traffic
- Length: 870 km
- Environmentally friendly – powered by electricity, produces less noise and vibration
- Max. speed: 240 km/h (passengers), 120 km/h (freight)
- More than €5 bn investment in the region
- Implemented by Estonia, Latvia, Lithuania & Part of the EU's North Sea Baltic TNT-T corridor



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Project number: 2014-EU-EU-TMC-0560-M;
2015-EU-TM-0347-M

2F Brenner Base Tunnel



The Brenner Base Tunnel (BBT) is a straight, flat railway tunnel between Austria and Italy. It runs from Innsbruck to Fortezza (55 km). If we add the Innsbruck railway bypass, which has already been built and which is the endpoint for the Brenner Base Tunnel, the entire tunnel system through the Alps is 64 km long. It is the longest underground rail link in the world.

The BBT consists of two tubes, each 8.1 m wide, running 70 m apart from one another. These tubes are each equipped with a single track, meaning that train traffic through the tubes is one-way. The two tubes are linked every 333m by connecting side tunnels. These can be used in emergencies as escape routes. This configuration conforms to the highest security standards for tunnels.

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Project number: 2014-EU-TM-0186-S

2G Fehmarnbelt Fixed Link



The Fehmarnbelt fixed link is part of establishing an efficient transport system across the Scandinavian–Mediterranean Core Network Corridor. It will be the world's longest immersed tunnel for road and rail stretching 18 km across the Fehmarn Strait from Rødbyhavn in Denmark to the German island of Fehmarn.

The Fehmarnbelt fixed link and new rail facilities will result in a significant reduction of the travel time between Copenhagen and Hamburg from four and a half hours by train today to two and a half hours when the tunnel and upgraded railways are finished. It will enhance accessibility to the railway transport leading to a transfer of freight and passengers from road to rail. North and southbound vehicle traffic will save one hour each way.

Freight traffic between Germany and Sweden, which accounts for the majority of rail freight in Denmark, will be transferred to the Fehmarnbelt corridor, thus avoiding a detour of 160 km, which will save time, fuel and CO2 emissions. It will also free up crucial capacity for Danish passenger trains between Jutland, Funen and Zealand. Capacity for the rail network in Denmark as a link between Germany and Scandinavia will be doubled.

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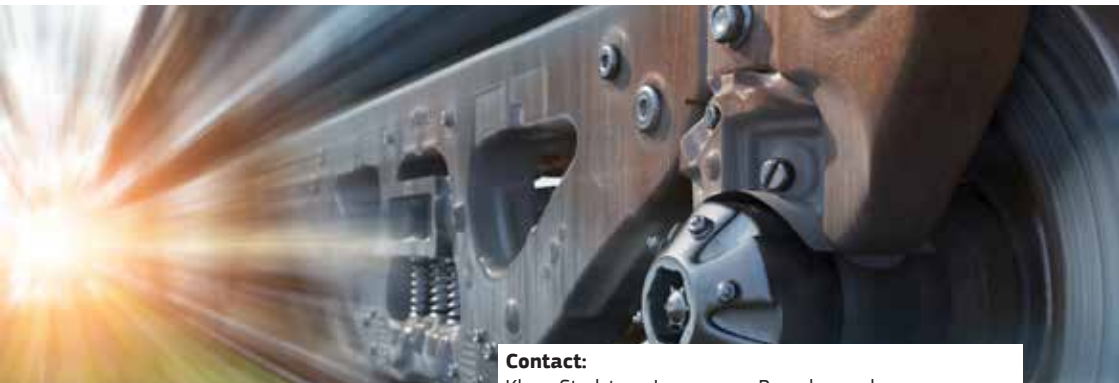
Project number: 2014-EU-TM-0221-W

2H Ringsted-Fehmarn: The railway connecting Europe



Banedanmark will build a railway line connecting to the future fixed link across the Fehmarn Belt, according to the treaty ratified between Denmark and Germany. The project includes an extra track alongside the existing track between Vordingborg and the southern part of Holeby, where the line connects to the fixed link across Fehmarn Belt.

The line will be upgraded to 200 km/h for passenger trains, from the current 160 km/h (Ringsted-Vordingborg) and 120 km/h (Vordingborg-Rødby Havn). It will be electrified all the way from Ringsted to Holeby, and in line with the rest of the Danish railway network, it will have a new signalling system, designed to ensure better punctuality and reliability. The upgrade of the line between Ringsted and Nykøbing F Station will be completed in 2021 and the electrification in 2024. It is still to be decided when the line across Lolland will be completed.



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21

Studies and works for connections by rail of 4 existing freight terminals along the Mediterranean Corridor in Spain



The project aims to create a strategic network of Intermodal Terminals in Spain, according to the planning of TEN-T European Corridors. It consists of works for railway connection at the logistic centre in Barcelona, studies and works for railway connection at centres in Valencia and Algeciras, and studies for railway connection at centres in Madrid.

Currently Spain lags behind other European countries, according to cost efficiency, security and low emissions of intermodal rail-road transport, reaching a quota of 4% compared to a 17% in Europe. Spanish freight stations and vehicle fleets are becoming obsolete according to the planning of European corridors promoted by EU.

The Global Project addresses these issues by implementing intermodal terminals, equipped with the latest technology and services and strategically located on the Spanish railway lines. They are supported by mixed rail (Iberian and UIC widths) and placed at the most important ports in Spain (Algeciras, Valencia/Sagunto, Barcelona), the economic centre of the country (Madrid), as well as interconnected with Spain and with the rest of Europe through the priority corridors.



2J INTERMODEL EU



Freight transport within the EU requires intermodal solutions and its success lies in a proper design of the intermodal terminals.

Simulation using Building Information Modeling Methodology of Multimodal, Multipurpose and Multiproduct Freight Railway Terminals Infrastructures (INTERMODEL) project will create an 8-dimensional BIM design that includes: geometrical, structural, geo-technical, cost of construction, planning of construction, cost of maintenance, efficiency of maintenance, efficiency of operation.

The ambition of INTERMODEL is to develop the European Freight Railway of the future with an improved quality of service - and boost the trans-shipment operations between rail and other transport modes, as well as to test 'out of the box thinking' solutions. It will contribute to proving that the proposed ad hoc BIM Technology is the clue for key aspects associated to Logistics Infrastructure EU Strategy.

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Project number: 690658

2K NSB CoRe, TENTacle, Scandria2Act & FinEst Link

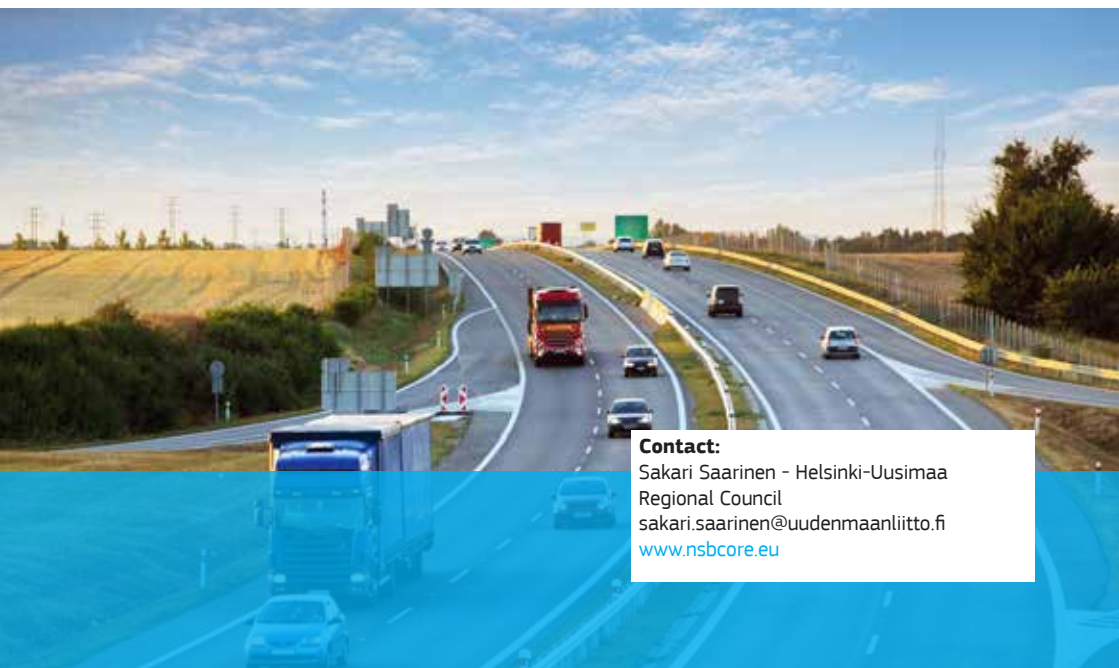
The cluster of projects at the stand includes three BSR Interreg Programme projects, NSB CoRe, Scandria2Act and TENTacle, and one project from the Central Baltic Interreg Programme. The four projects together represent the needs and interests of both the regional and local authorities and the manufacturing and transport and logistics industries in the TEN-T Core Network Corridor implementation in the Baltic Sea Region.



NSB CoRe improves the accessibility of the Eastern Baltic Sea Region by using an intensive work plan between public, private and research sectors in freight and passenger transport. The project contributes to the development of transport services by focusing on removing bottlenecks and initiating new services, e.g. ITS, in passenger and logistics services.



TENTacle works on the multi-level governance for Core Network Corridors and improves stakeholder capacity to reap benefits of the Core Network Corridors' implementation for



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prosperity, sustainable growth and territorial cohesion in the BSR.



Scandria2Act fosters clean multimodal transport to increase connectivity and competitiveness in Central and Northern Europe. The project focuses on clean fuels and transport services, both of goods and passengers. The project also promotes strategic and operational efforts to develop energy efficient transport.



FinEst Link carries out a feasibility study of the Helsinki–Tallinn fixed link in 2016–2018. The feasibility study focuses on the technical, economic and business viability of the railway tunnel vision.

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3A Upgrade of Gabčíkovo locks



The most pressing issue on the Slovak stretch of the river Danube is a complex upgrade of both Gabčíkovo locks. At the end of this project, the Gabčíkovo locks will be able to provide continuous and stable navigation conditions and ensure a safe passage through the locks.

Currently the time needed for shipping through both of the locks is on average 45 minutes. This project will help to reduce this time by at least half (app. 20 minutes). In addition, unexpected downtimes that have blocked the entire Danube to a significant percentage during the last two years will drop to zero.

By improving fairway conditions and by subsequently improving competitiveness of Danube navigation, the upgrade of the Gabčíkovo locks aims to take advantage of the full potential of the Danube navigation to support the growth of industrial activity and the creation of jobs in the Danube Region.



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Project number: 2015-SK-TM-0151-W

3B Fast Danube



The FAST DANUBE project concerns the Romanian – Bulgarian common sector of the Danube, an important sector of the Rhine-Danube Core Network Corridor. Ensuring good conditions for navigation represents an important activity, given the strategic position of the Danube, as part of this transport corridor.

The main objective of the project is to identify the technical solutions to be implemented, in order to ensure navigation conditions on the Romanian-Bulgarian common sector of the Danube and the safe conducting of transport activities on the Danube throughout the entire year.

Project benefits include:

- Developing an integrated approach on the Danube by increasing traffic, avoiding any adverse impact on the river and the ecological system
- Improving the waterway infrastructure with a view to developing river transport on the lower Danube
- Supporting sustainable transport, encouraging the use of inland waterway transport



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Project number: 2014-EU-TMC-0297-S

3C EIBIP, Prominent, CLINSH & LNG Breakthrough



EIBIP: Inland waterways are a sustainable transport mode, but their full potential to contribute to the sustainability and efficiency of European transport and logistics is not fully exploited. There is a need for more innovation in the Inland Waterway Transport (IWT) sector in order to keep up with the state-of-the-art developments in modern logistics and transport technology. In particular, fuel efficiency, emission of pollutants and unexploited potential market share are key areas where more innovation can lead to improvements. Promotion and awareness activities for the uptake of innovation by the IWT sector, in particular where innovation is hampered by a demonstrated market failure and in particular by ship-owners/ operators is the objective of the European Inland Barging Innovation Platform (EIBIP). The platform consists of regional innovation Centres: INDanube for the Danube region; D-ZIB for the German region; BATELIA covering the French region and the Dutch Innovation Lab. The Innovation Centres are conducting promotion and awareness activities, as well as the implementation of concrete business cases to facilitate this uptake.

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www.eibip.eu, www.prominent-iwt.eu,
www.clinsh.eu, <https://lngbinnenvaart.eu>
 Project number: EIBIP: IWT 2015 / S 125
 228607, Prominent: 633929,
 CLINSH: LIFE15 ENV/NL/000217,
 LNG Breakthrough: 2014-NL-TM-0394-S



PROMINENT, a research project funded by Horizon 2020, addresses the key needs for technological development as well as the barriers to innovation and emission reduction for the European IWT sector. PROMINENT is ultimately aimed at providing solutions which make IWT as competitive as road transport in terms of air pollutant emissions by 2020 and beyond. In order to already reach a strong impact by the year 2020, the research and innovation efforts contribute to standardised concepts, which are suitable for a wide range of the existing European fleet. This includes also the development of certification and monitoring of emission performance and the harmonisation and modernisation of professional qualifications. These solutions are demonstrated in pilots and assessed on their operational, environmental performance and cost efficiency.



CLINSH (Clean INland Shipping) is supported with a grant from the European fund LIFE. A consortium of Belgian, German, English and Dutch public and private organisations work together for clean IWT. The main objective of CLINSH is contributing to improve the air quality in urban areas and accelerating emission reductions of IWT by: 1) Demonstrating the effectiveness of greening measures in the IWT sector; and 2) Stimulating the sector to take these greening measures. The project CLINSH started September 1st, 2016.



LNG Breakthrough: LNG is considered the most interesting alternative clean fuel for the IWT sector. The project aims to facilitate the uptake of LNG by creating a critical mass in LNG through facilitating four LNG bunkering stations for, and at the same time supporting, demand by equipping six vessels with LNG installations. Furthermore, standardisation of equipment - as well as type approval of the most common components and configurations also fall within the scope. These are crucial steps to ensure a breakthrough for LNG in IWT.

3D High Performance Green Port Giurgiu Stage II Construction



The port of Giurgiu located at river km 493 of the Danube, in the proximity of Bucharest and the Bulgarian port of Ruse, is a crossroad for flows and transshipment of freight between inland waterway, rail and road transport. Its infrastructure upgrade will contribute to enhancing the connections between different modes of transport, allowing an increase of freight handled along the Romanian section of the Danube and the overall Rhine-Danube core network corridor. The construction works foreseen in project HPGG will aim to develop Giurgiu as a green port that embraces environmental and climate protection.

The scope of the Project is to:

- Construct the missing links with road, rail and inland waterway networks
- Build a covered "all-weather" trimodal terminal
- Develop and implement a supply chain system within the intermodal terminal
- Upgrade the port water side basic infrastructure
- Apply for obtaining the EMAS certification for the trimodal "all-weather" terminal

**Contact:**

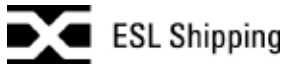
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Project number: 2014-RO-TMC-0313-W

3E Bothnia Bulk - Environmental upgrade of year-round supply in the northern Baltic Sea



The Bothnia Bulk project upgrades the existing maritime link between a core port (Luleå, Sweden) and comprehensive ports (Raahen, Finland; Oxelösund, Sweden) in the Baltic Sea to comply with environmental regulations. The project promotes clean shipping and alternative fuels. The main objective is to have an energy-efficient, low-emission supply of dry bulk cargo available year-round in the peripheral region and to increase efficiency and reduce overall logistics costs. The project introduces additional environmental efforts of two new LNG-powered bulk carriers. Port efficiency, availability of on-shore power supply and LNG, as well as handling of cargo residues will be improved in the ports.

The project contributes to significant positive effects on the environment by optimising raw material logistics to be as sustainable and environmentally friendly as possible. Total CO2 emissions per ton of transported cargo will be reduced by more than 50 % in comparison to present vessels in operation. Harmful air emissions (SOX, NOX, CO2 and PM) are reduced through using LNG as a fuel, and other additional energy efficiency measures on board the new vessels, as well as by increasing port efficiency in operations. The project includes investments in environmental technologies of two new IA ice-class dry bulk carriers, development of port infrastructure and LNG bunkering in Raahen, investments in the on-shore power supply in Luleå, and customised LNG safety handling and bunkering procedures in the ports.

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<http://www.eslshipping.com/en/bothnia-bulk>

<http://www.zerovisiontool.com/projects/bothnia-bulk>

Project number: 2015-EU-TM-0178-M

3F DOOR2LNG – Upgrade of the maritime link integrated in the multimodal container transport routes



The DOOR2LNG project aims to support the implementation and ensure compliance of the Motorways of the Sea (MoS) links with the environmental regulation beyond the existing requirements. It also aims to increase the ports' efficiency and capacity in container handling. The project will develop sea-based transport services, which are open and integrated in intra-European door-to-door logistic chains and which concentrate flows of freight on viable and high-quality short sea shipping links.

The project will environmentally upgrade two maritime links within the SECA-region (Sulphur Emission Control Area), which are running between the core ports of Helsinki, Rotterdam and Teesport. The environmental improvements of the project are firstly the environmental upgrade of four new LNG-fuelled vessels, going beyond the legislative requirements, and secondly the development of port infrastructure by removing bottlenecks of inefficiency - as well as investing in cargo handling capacity and infrastructure.

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Project number: 2015-EU-TM-0098-M

3G HEKLA, LNG in Baltic Sea Ports & Green InfraPort



The Baltic Ports Organisation is a regional ports organisation inspiring and supporting its members while cooperating pro-actively with relevant partners. Development over the past years has proceeded very quickly and at present BPO has entered new, challenging and exciting phases. Currently, included in BPO are more than 40 of the most significant ports in the nine countries surrounding the Baltic Sea as well as seven friendship members. BPO supports many modern and green projects such as: on-shore power supply (OPS), port reception facilities (PRFs) and small-scale LNG infrastructure development.

HEKLA project aims to reduce the air pollution in maritime transport within the Baltic Sea region by development of infrastructure facilities to provide a Liquefied Natural Gas (LNG) as an alternative fuel in the Port of Klaipėda and Klaipėdos Nafta.

LNG infrastructure deployment significantly advances the

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Project number:2014-EU-TM-0120-W

global project of developing an LNG bunkering network in the ports of the Baltic Sea Region and aims to trigger broader LNG market development as well as to encourage ship-owners to develop more LNG propulsion vessels.

The **LNG in Baltic Sea Ports** project is a response to the IMO's decision to establish new sulphur content limits in marine fuels sailing in Emission Control Areas (covering the Baltic, the North Sea and the English Channel) from the 1st of January, 2015. Liquefied natural gas is perceived as one of key solutions to meeting the new requirements.

The **Green InfraPort** project plans to address three core topics relevant in relation to establish more sustainable port infrastructure. These are LNG infrastructure of filling stations and deployment in ships, availability of on shore power supply and upgrade of port reception facilities for passenger sewage. The outcomes of the project will be pre- investment/feasibility studies in ports and improved infrastructure. Activities will cover the planning and construction of the infrastructure. Due to this, the project will achieve more harmonised approaches towards green infrastructure in Baltic Sea ports of different sizes.

3H CEF-funded maritime projects in Ireland

Ireland's marine sector is experiencing a period of unprecedented growth, outperforming Ireland's general economy by a significant margin over the last number of years. Ireland's marine economy is also a focal point for both current and future development plans by the Irish Government under Ireland's national marine strategy, Harnessing Our Ocean Wealth, which aims to double the value of our marine sector in terms of GDP contribution by 2030.

At the Connecting Europe Facility Conference in Tallinn, a number of key Irish ports and enterprising marine companies in areas of ICT and digitalisation will exhibit together with Ireland's Marine Development Team and the Irish Maritime Development Office to communicate Ireland's marine opportunity. Our delegation is keen to build connections for potential collaborations in future projects, especially in the area of research, and to discuss Ireland's strengths in areas such as Digital Ocean, Smart Ports and the development of Ireland's ICT cluster.

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Project number: 2014-IE-TM-0222-W, 2014-IE-TM-0091-W,
2014-IE-TM-0355-W, 2014-IE-TM-0370-S

Why Ireland for marine? Strategically situated on the western edge of Europe along the European Atlantic Seaboard, Ireland's coastal and offshore waters contain a wealth of assets including some of the largest and most valuable sea fisheries resources in Europe; one of the most valuable sources of offshore renewable energy in the world; and waters that offer a spectacular range of biodiversity. These waters are also the western gateway for shipping to Europe's busiest seaports; are an ideal location for offshore aquaculture; contain significant oil and gas resource potential; and are the backdrop to fascinating coastlines that are driving the coastal tourism market.

31

VAMP UP & INES



Vamp Up and INES are two pillars of the development policy of the newly instituted Western Ligurian Sea Port Authority, which manages the Italian ports of Genoa, Savona and Vado Ligure, part of the Rhine-Alpine Corridor.

The **Vamp Up** project is part of the Global Project which aims to upgrade the Vado multimodal facilities, where the construction of a new deep-sea container terminal is under completion. Vamp Up supports crucial complementary actions, such as the optimisation of the intermodal terminal and innovation of railway operations (automated gate system, computer-controlled signaling system, IT management system).

The **INES** project addresses the issue of environmental performance of maritime ports, particularly relevant for the Port of Genoa, which is located very close to urban areas. The project aims to improve waste management efficiency and reducing air pollutants and noise, which will also satisfy urban communities. The realisation of a shore-side electricity facility in the Prà-Voltri port basin is one of the core activities of the project.

INES is part of a Global Project to improve the environmental performance of the Port of Genoa, contributing in the long term to a fruitful port-city relationship and a sustainable growth as the basis for future port developments.

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Project number: 2015-IT-TM-0312-M,
2014-IT-TM-0276-W INES



GAINN4MOS, GAINN4SHIP INNOVATION, GAINN4CORE, GAINN4MED & POSEIDON MED II



GAINN4MOS aims to improve the Motorways of the Sea network in six Member States (Spain, France, Croatia, Italy, Portugal and Slovenia) by carrying out engineering studies on ship retrofitting and/or newbuilding, port LNG infrastructures, bunkering stations and a large set of pilot projects. It includes detailed engineering studies on LNG infrastructures and bunkering stations and ship retrofitting and / or newbuilding of vessels, as well prototypes or works - ships (non-propelled storage barge and LNG small ro-pax prototype ship in Italy) and port LNG infrastructures and / or bunkering stations at the Port of La Spezia, and Port of Venezia, and fully operational LNG break-bulking stations in Fos-Marseille and Nantes-St Nazaire.



GAINN4SHIP INNOVATION aims to retrofit a large high-speed craft (HSC) ropax vessel so that it will be fuelled by a mix of LNG and diesel. The technological solutions that will be applied to the HSC ropax vessel will prove that using LNG as marine fuel for the HSC fleet is possible. The pilot will be the first case in the world of a retrofitted HSC ropax vessel that maintains all the features needed in the liner service where the ship is deployed whilst increasing service quality.



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Project number: 2014-ES-TM-0593-S, 2014-EU-TM-0698-M, 2014-EU-TMC-0700-S, 2014-IT-TM-0450-S, 2016-IT-TM-0284-S, 2014-EU-TM-0673-S



The aim of GAINN-IT Global Project is to conceive, define, prototype, test, validate and deploy, in the 2017-2030 time frame, the Italian Network of Infrastructures of Alternative Fuels for surface transport. The **GAINN4CORE** project contributes to the GAINN-IT Global Project as it aims at defining, prototyping and testing two of the three Italian LNG grids (the Thyrrenic-Ligurian and the Adriatic-Ionic) including the Core ports of Genoa, La Spezia and Livorno (Thyrrenian-Ligurian grid), as well as Ravenna and Venice (Adriatic-Ionic grid).



The **GAINN4MED** project aims to contribute to the implementation of the AFI Directive and related Italian National Policy Framework ensuring a sustainable and efficient multi-modal transport system in the long run, with particular regard to LNG innovative solutions deployment along Core Corridors. It launches a pilot deployment in a real-life context of a starting network of 6 L-CNG filling stations along two major Core Corridors, supported by ISO-containers as mobile infrastructure, together with a starting fleet of HDVs as mobile equipment ensuring an effective start-up of the network itself.

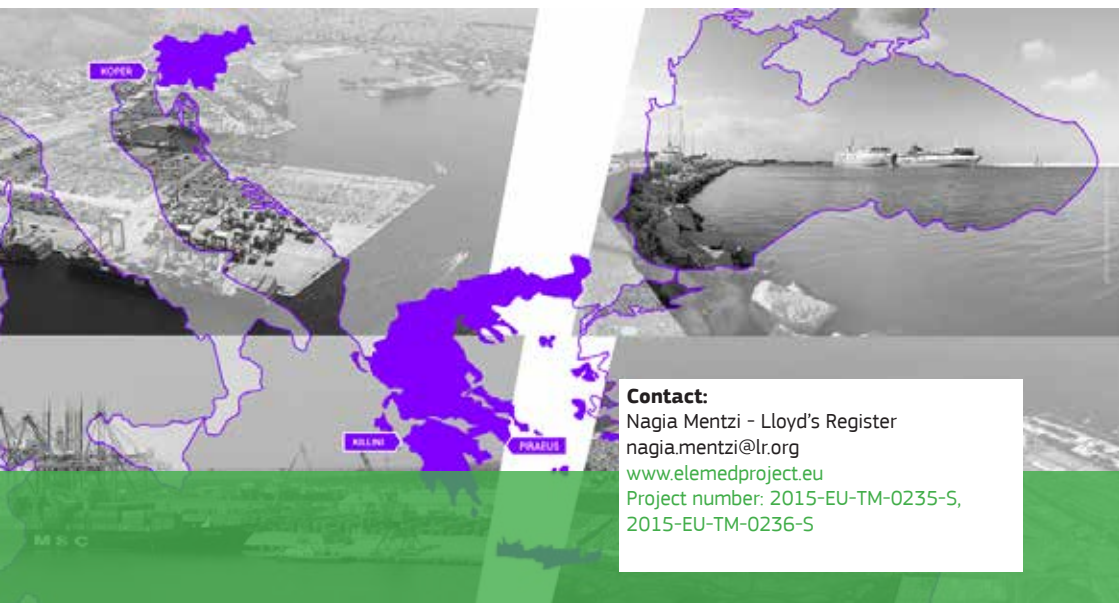


The **POSEIDON MED II** project contributes to take all the necessary steps towards the adoption of LNG as a marine fuel, to reduce the impact of heavy fuel oil and facilitate the implementation of the requirements of MARPOL Annex IV and EU Sulphur Directive. The Project fosters as well the implementation of Directive 2014/94/EU with the common aim in particular to enable LNG inland waterway vessel and seagoing ships to circulate throughout the TEN-T Core Network by 31 December 2025. It aims to improve the development of the Adriatic part of the Adriatic-Ionian LNG grid by supporting initial maritime demand for LNG as a bunker fuel as well as providing the related supply chain. The project is part of GAINN-IT.

3K ELEMED - ELectrification in the East-ern MEDiterranean area

e/emed

Elemed is a breakthrough maritime initiative that aims at the introduction of shore produced electricity in the Eastern Mediterranean marine transportation sector. It is a project co-funded by the European Union, studying all technical, regulatory and financial issues related to the establishment of cold-ironing infrastructure, in four ports (Piraeus, Killini, Lemesos, Koper), involving three countries (Greece, Cyprus, Slovenia). Within the Elemed framework, the first pilot cold-ironing infrastructure in the Eastern Mediterranean will be established in Killini Port.



Contact:

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Project number: 2015-EU-TM-0235-S,
2015-EU-TM-0236-S

3L CYnergy - CY



CYnergy project offers a holistic approach towards the establishment of a Natural Gas (NG) system for the island of Cyprus and the optimization of its upstream, midstream and downstream natural gas supply chain based on developing significant synergies between the sectors of Energy and Transport.

By taking the LNG storage facility as the focal point, this project focuses on defining the main patterns for LNG import, storage and supply, and explores all the complementary NG supply patterns.

Additionally, by executing all necessary market-related, technical and financial, commercial and environmental studies, CYnergy aims at introducing the use of LNG and CNG as alternative fuels, establishing and optimizing their supply chains, whilst at the same time focusing on creating significant synergies between the Cypriot sectors of Energy and Transport.

CYnergy will trigger a significant market uptake of new green innovative technologies, benefiting the EU's alternative fuels industry, and indirectly acting as an important promoter of innovative technological development in both the energy and transport sectors, turning Cyprus into a green benchmark case to be followed.

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Project number: 2016-EU-SA-0009

3M CarEsmatic – Supporting cars and electric car distribution using Motorways of the Sea solutions and promoting sustainable shipping concepts



CarEsmatic aims to increase the use of Motorways of the Sea services for transportation of new cars in the Mediterranean basin.

Considering the strong presence of car makers in the Mediterranean area, and also the existing specialised marine terminals and dedicated logistics providers, it still appears plausible however, to pursue the aim of increasing the use of MoS for transportation and for cars. CarEsmatic partners believe that by improving port, maritime and land infrastructure in the ports of Koper and Barcelona, it will be possible to support an upgrade of the existing maritime service provided by Neptune Lines.

Being aware that road transport is by far the bigger emitter when talking about air pollution in cities, CarEsmatic is also supporting the take-off of electro mobility in the European Union and in particular in the Mediterranean area. Partners are willing to increase knowledge on the needs of electric vehicles during their distribution from the production facility to the retailer. Through pilot installations, CarEsmatic aims at supporting Mediterranean ports to cope with future developments in relation to the automotive industry.

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www.caresmatic.eu

Project number: 2015-EU-TM-0250-M



3N STM Validation, FAMOS, WINMOS 2, Mälarprojektet & Picasso



STM Validation project is working on maritime information service inspired by European programme for Air Traffic Management. By providing vessels with the ability to see each other's planned routes, navigators get a more complete picture of how surrounding vessels will influence their onward voyage. Using this data, other services are able to produce valuable information and offer advice to vessels on their routes, such as recommendations to avoid congestion in areas with high traffic, avoidance of environmentally sensitive areas, and maritime safety information. The information exchange between vessel and port actors will improve planning and performance regarding arrivals, departures and turnaround times.



The **FAMOS** project focuses on cross-border knowledge exchange, taking into account that the end users of the project's results also work in a truly international field - the shipping industry. Because there are no fixed borders at sea, solutions will only work well if they are developed with such a mindset.

The project encompasses four activities: hydrographic surveying and chart production; improving future navigation; surveying infrastructure and data workflow from sounding to chart.

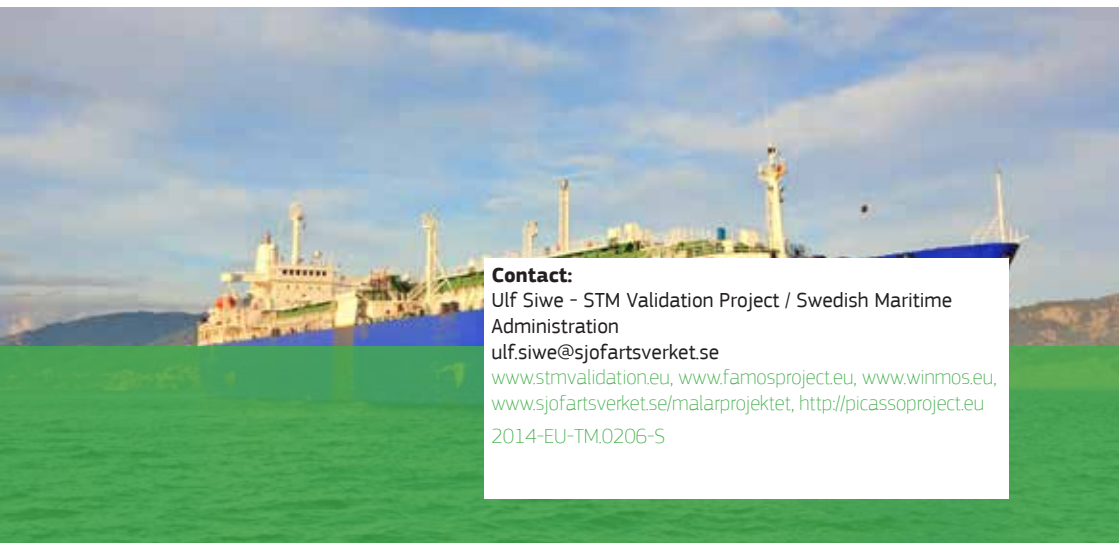
Contact:

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www.stmvalidation.eu, www.famosproject.eu, www.winmos.eu, www.sjofartsverket.se/malarprojektet, <http://picassoproject.eu>

2014-EU-TM.0206-S





The European Union's northernmost waters are covered by sea ice every winter, affecting smooth maritime transport in the area. During normal and hard winters a high number of vessels are frequently delayed due to icy conditions. The Winter Navigation Motorways of the Sea II (**WINMOS II**) project aims to ensure safe and reliable winter traffic in a cost efficient way by further developing the winter navigation system and ensuring sufficient icebreaking capacity.



The purpose of **Mälarprojektet** is to improve maritime safety and accessibility in public transport routes through the Södertälje channel and Mälaren. By improving the maritime infrastructure on Lake Mälaren, the heavy burden on the rail and road network can be relieved. In order to complete the project, extensive work is required to adapt the Södertälje lock and channel to modern tonnage, and to improve accessibility in Mälaren, so that the ports will be able to receive longer and wider ships.



The **Picasso** project aims at achieving modern and well developed maritime transport, with a well-trained and up-to-date work force that enables the sector to become greener, safer, and more efficient and sustainable. It addresses wider benefits by studying and testing effective ICT solutions but also addressing the human element. The project is structured in three building blocks or activities containing the development and implementation of eight technologies or knowledge solutions.

30 TWIN-PORT 2



This Project is the second stage of a global project aiming at fostering greater cross-border cooperation between Finland and Estonia through developing and upgrading the MoS link between the ports of Helsinki and Tallinn and thus connecting the North Sea-Baltic to the Scandinavian-Mediterranean core network corridors. It follows the previous TEN-T funded Project TWIN-PORT (2012-EU-21011-P).

At the Port of Helsinki, the Project includes a new fast-flow terminal with passenger skyways and passenger gangways, upper deck ramps to the berths on both sides of the terminal, gate operations with check-in automation and traffic connections to the new terminal.

At the Port of Tallinn, the Project includes a microtunnel in Sadama street, an extension of terminal D, reconstruction of access to terminal A, the building of a connection between these two terminals as well as a Hazard and Operability Analysis HAZOP study for the Old City Harbour.

In addition, environmental and efficiency solution investments for the new generation RoPax ferry Megastar, which started to operate on this link on January 29th 2017, is co-financed.

These investments will significantly advance the Global Project of removing port bottlenecks, optimise port operations and further increase RoPax capacity.



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Project number: 2014-EU-TM-0087-M

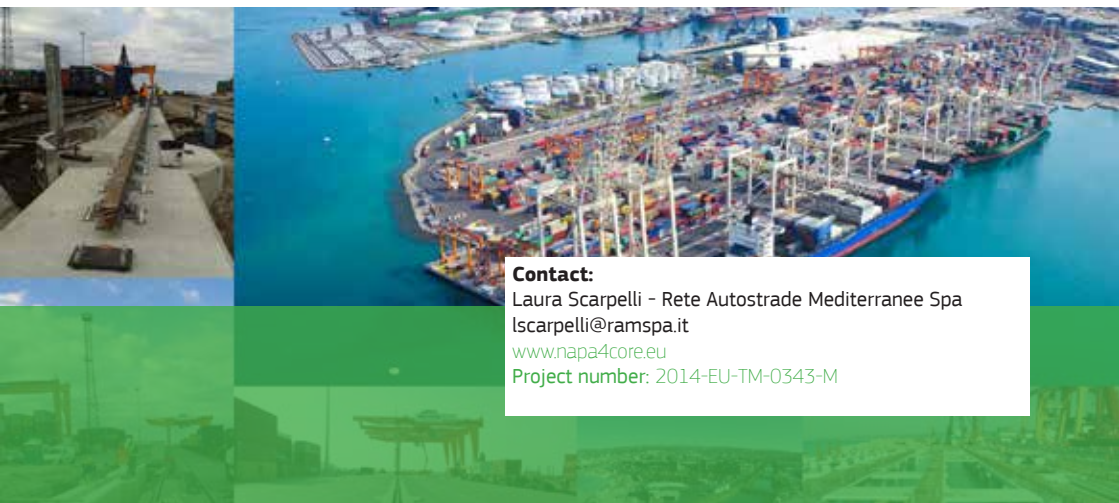
3P NAPA4CORE – Improving North Adriatic ports maritime accessibility and hinter-land connections to the Core Network



The project NAPA4CORE is focused on supporting the development of ports from the North Adriatic Ports' Association (NAPA) as efficient and sustainable entry and exit points for container and Ro-Ro traffic fully integrated with the land infrastructure. It will contribute to achieving an efficient and competitive transport infrastructure network in the North Adriatic area. The network will be supporting the realisation of projects of common interest with the view to preparing for expected future transport flows, enhancing interoperability of transport services as well as a more balanced development of the European transport network.

The project aims to improve maritime and land accessibility of the ports of Trieste and Koper in order to enhance their capacity and port-hinterland connections.

The main objective of the project is to support the development of the ports of Trieste and Koper as efficient and sustainable entry and exit points for container and ro-ro traffics, fully integrated with the land infrastructure, in particular linking these Core Network ports to the Core Network.

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www.napa4core.eu

Project number: 2014-EU-TM-0343-M

3R ADRI-UP - Adriatic MoS Upgraded Services



Co-financed by the European Union
Connecting Europe Facility

ADRI UP contributes to the development and the upgrading of the MoS corridors in the Eastern Mediterranean Area, specifically of the MoS link Trieste-Ancona-Igoumenitsa, by boosting the development of port infrastructure in the ports of Trieste, Ancona and Igoumenitsa, and on the RRT of Ferneti and Igoumenitsa, as well as supporting facilities for their further integration, to fully integrate the MoS corridor in the freight supply chains, thus increasing European competitiveness and trade with the South-East Mediterranean area, and contributing to the fulfilment of TEN-T priorities.

The Adriatic-Ionian intermodal corridor is amongst the most utilised within the wider area of the Eastern Mediterranean and is characterised by the extensive and long standing provision of Ro-Ro and Ro-Pax services. The improved port infrastructures will allow the concentration of the traffic flows, with a consequent increase in the throughput and its related market area, promoting modal shift and efficient connections among ports and hinterland nodes. Moreover, the Project supports the priority for reduction of emissions, by increasing the environmental sustainability of the Igoumenitsa-Ancona-Trieste maritime link through the modal shift from road to maritime and rail transport.

The combination of these activities will enhance the cooperation among the ports, essential for the establishment of an efficient and sustainable MoS link, fully integrated in the EU logistic supply chain.

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www.adri-up.com

Project number: 2015-EU-TM-0310-M



3S Fresh Food Corridors



Co-financed by the European Union
Connecting Europe Facility

The Fresh Food Corridors project (FFC) aims to achieve a safe, sustainable and efficient fresh food logistics chain in the Euro-Mediterranean area, connecting the Trans-Mediterranean Transport Network (TMT-T) with the Trans-European Transport Network (TEN-T), by using Motorways of the Sea and railways in an interoperable approach.

The main envisaged activities are:

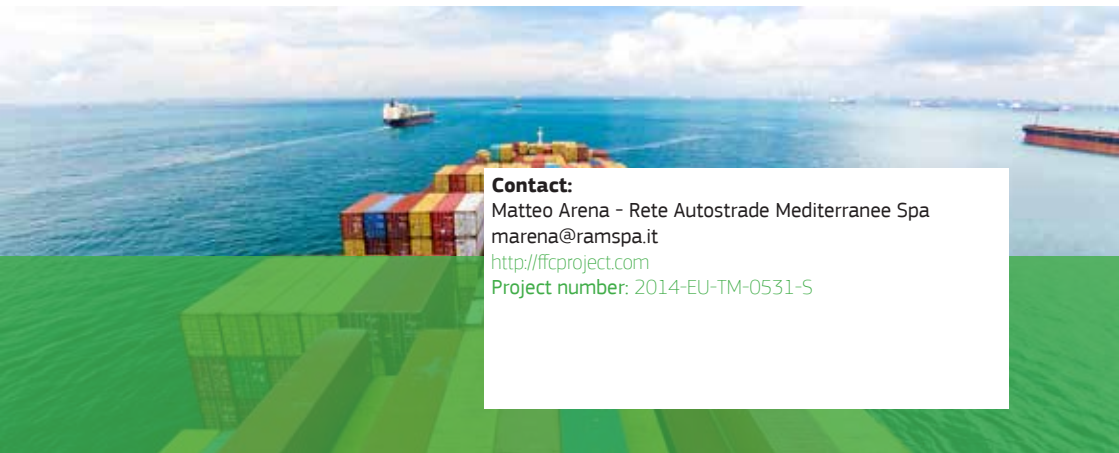
- Design a Fresh Food Corridor framework, defining the FFC requirements (transversally covering the logistics, commercial and technology pillars) and the related FFC specifications
- Design, execution and assessment of 3 Fresh Food Corridor pilots (including an ex-post Cost Benefit Analysis), running for 2 agricultural seasons: from Israel to Koper and to Central Europe, from Israel to Venice and to Central Europe and from Israel to Marseille/FoS and to Central Europe. The activity will be completed with a transferability analysis in order to assess if and how the FFC can be applied also to the corridor Israel to La Spezia and to Northern Europe
- Creation of a Fresh Food Corridor trade and business logic aiming at establishing a B2B stakeholders platform for each pilot, and to realise B2B facilitation and cross fertilisation activities in order to support the achievement of a critical mass of reefer containers for each corridor
- Communication and dissemination activities

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<http://ffcproject.com>

Project number: 2014-EU-TM-0531-S



EXHIBITION FLOOR PLAN

**LEVEL 0 HALL:**

Air transport projects & friends

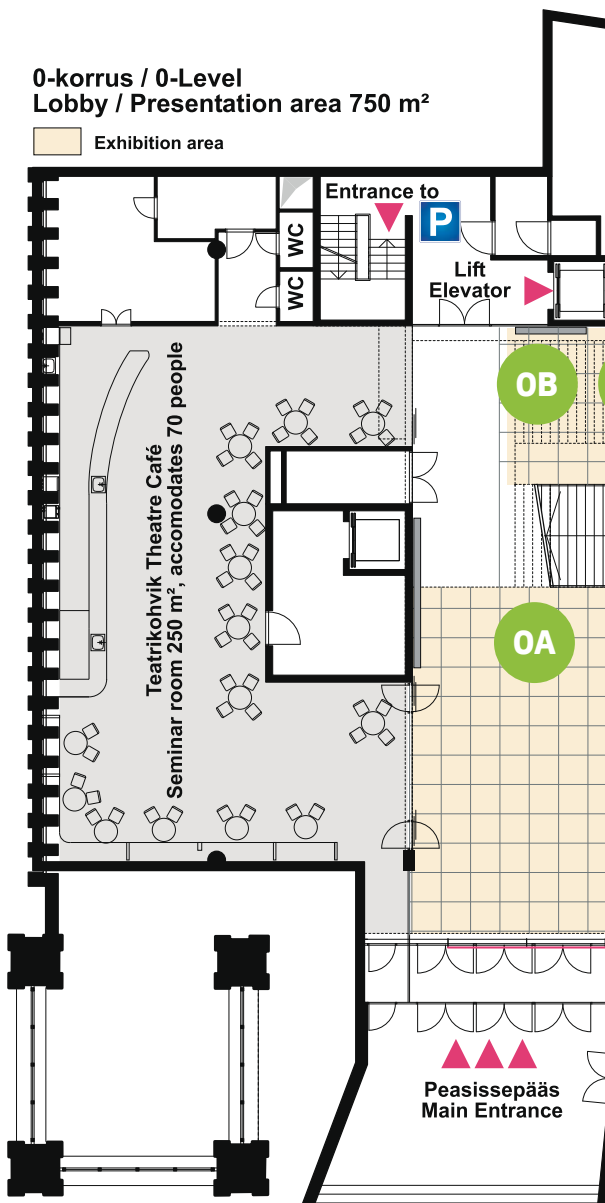
- OA - Estonian Presidency welcome desk
- OB - NATS
- OC - ASM Tool installation
- OD - SESAR
- OE - MaRS & RTC projects
- OF - Borealis Free Route Airspace
- OG - EuroVelo

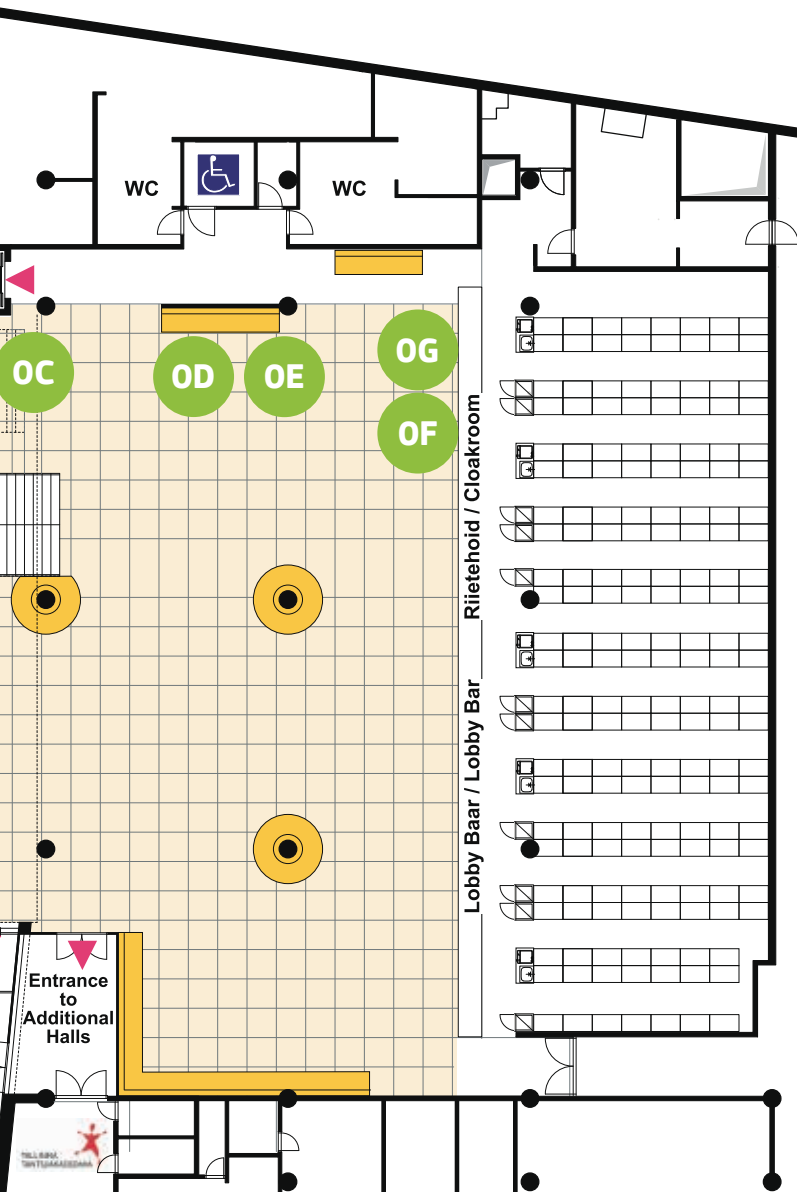
0-korrus / 0-Level

Lobby / Presentation area 750 m²



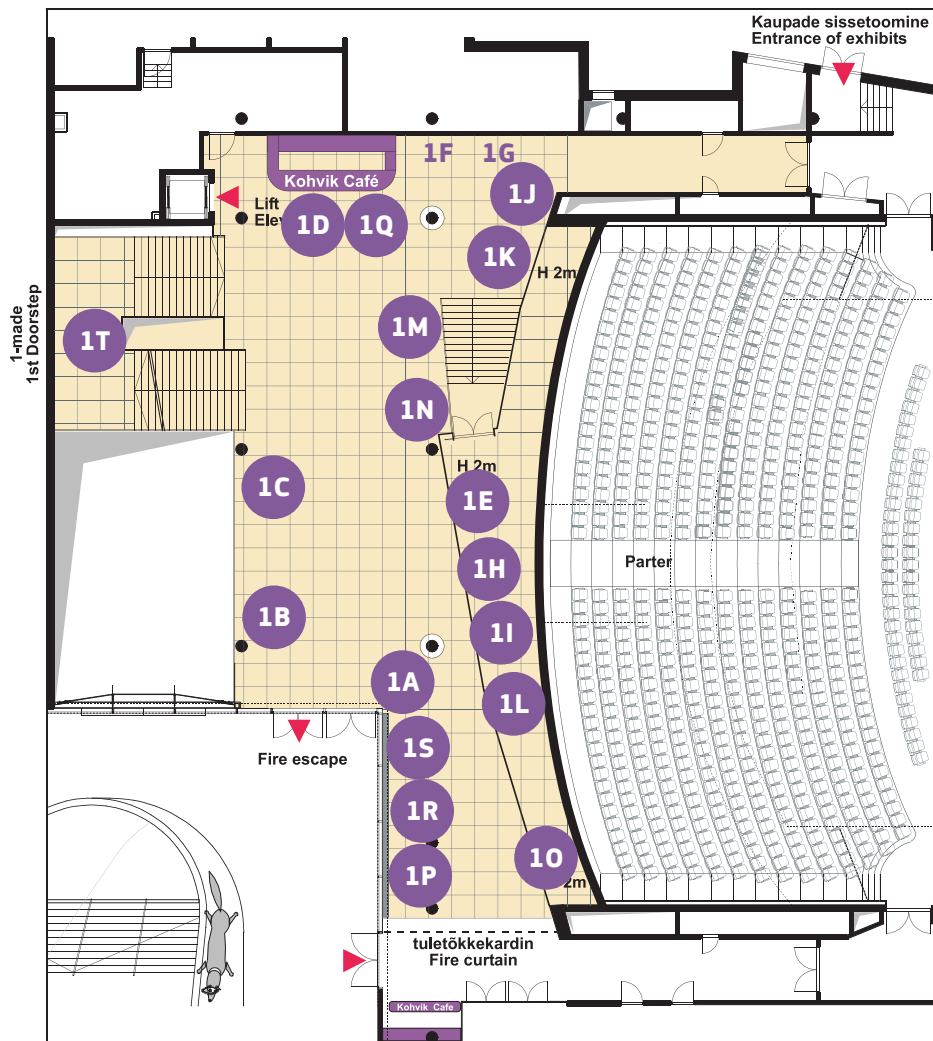
Exhibition area





EXHIBITION FLOOR PLAN

1-korrus / 1st Level



LEVEL 1 HALL:

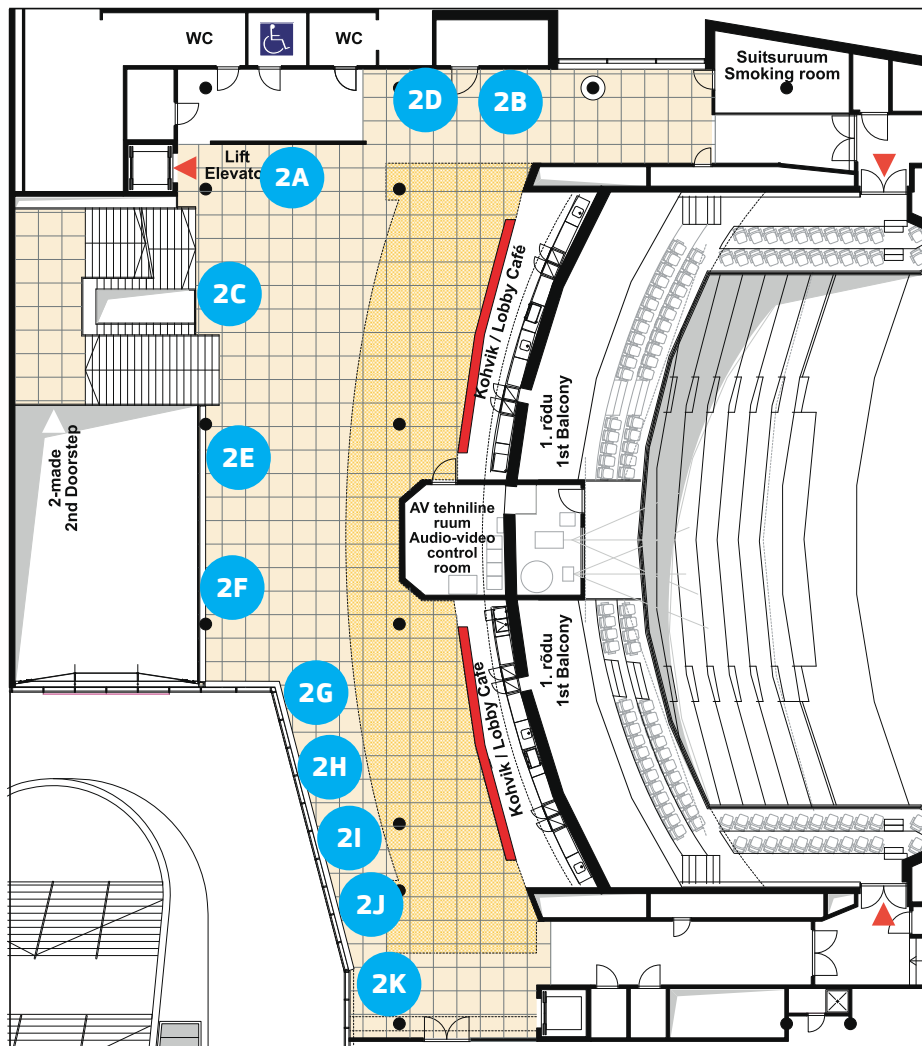
Road transport projects & friends

- 1A - MECOR
- 1B - EVA+, FastEVNet, EAST E, GREAT, Synerg-E & AdvancedEvNet
- 1C - ULTRA-E
- 1D - EV Fast Charging Backbone Network Central Europe
- 1E - H2Nodes
- 1F - SiLNGT
- 1G - LNGAFT
- 1H - Nordic Hydrogen Corridor
- 1I - HIT-2-Corridors
- 1J - Belfast Inter-modal Transport Hub, York Street Interchange, Removal of a Major Bottleneck at Newry/Warrenpoint
- 1K - VIA15
- 1L - Reinforcing the Baltic-Adriatic Corridor between Vienna and Brno by extending the Austrian A5 North motorway
- 1M - Innovation and Networks Executive Agency
- 1N - European Commission - Directorate-General for Mobility & Transport
- 1O - Setup and ITS connectivity of safe and secure truck parking areas in Romania
- 1P - InterCor
- 1Q - LNG Blue Corridors
- 1R - AUTOCITS
- 1S - SENSKIN
- 1T - Horizon 2020 projects

EXHIBITION FLOOR PLAN

2-korrus / 2nd Level
Lobby / Presentation area 764 m²

Exhibition area Exhibition area H 2m



LEVEL 2 HALL:

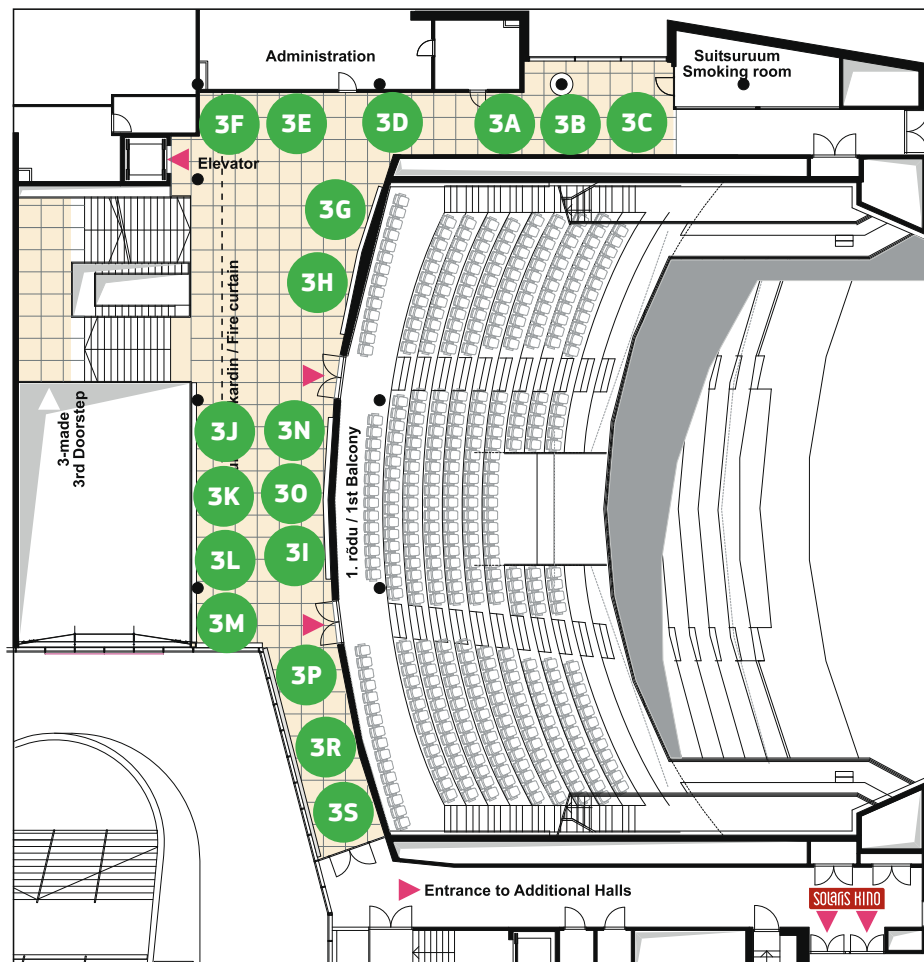
Rail transport projects & friends

- 2A - ERTMS
- 2B - CoreLNGas hive
- 2C - North Botnia Line
- 2D - Shift2Rail
- 2E - Rail Baltica
- 2F - Brenner Base Tunnel
- 2G - Fehmarnbelt Fixed Link
- 2H - Ringsted - Fehmarn
- 2I - Studies and works for connections by rail of 4 existing freight terminals along the Mediterranean Corridor in Spain
- 2J - INTERMODEL EU
- 2K - NSB CoRe, TENTacle, Scandria2Act & FinEst Link

EXHIBITION FLOOR PLAN

3-korrus / 3rd Level
Lobby / Presentation area 465 m²

Exhibition area



LEVEL 3 HALL:

Water transport projects

- 3A - Upgrade of Gabčíkovo locks
- 3B - FAST DANUBE
- 3C - EIBIP, Prominent, CLINSH & LNG Breakthrough
- 3D - High Performance Green Port Giurgiu
- 3E - Bothnia Bulk
- 3F - DOOR2LNG
- 3G - HEKLA, LNG in Baltic Sea Ports & Green InfraPort
- 3H - CEF-funded maritime projects in Ireland
- 3I - VAMP UP & INES
- 3J - GAINN4MOS, GAINN4SHIP INNOVATION, GAINN4CORE, GAINN4MED & POSEIDON MED II
- 3K - ELEMED
- 3L - CYnergy - CY
- 3M - CarEsmatic
- 3N - STM Validation, FAMOS, WINMOS 2, Mälarprojektet & Picasso
- 3O - TWIN-PORT 2
- 3P - NAPA4CORE
- 3R - ADRI-UP
- 3S - Fresh Food Corridors

Notes

Notes

A decorative graphic on the left side of the page consisting of several parallel, wavy lines in shades of light blue and grey, flowing from the top left towards the bottom right.

Connecting EU conference
21-22 September 2017
Tallinn, Estonia

Organiser and overall coordination:
European Commission - DG MOVE

Exhibition:
Innovation and Networks Executive Agency