

**COUNTRY FICHE**

**GENERAL INFORMATION**

**A: Legal Basis:**

<p>Art 20.9 of the Single Basic Act:</p> <p>The SRG shall report to the GB, and act as an interface with the JU, on the following matters:</p>	Status of relevant national/regional R&I programmes
	Identification of cooperation areas including concrete actions for deployment/uptake of technologies/innovative solutions
	Dissemination events, communication activities
	National/regional measures concerning deployment activities in relation to JU
	National/regional initiatives ensuring complementarities with JU SRIA Agenda/AWP
<p>Art. 20.10 of the Single Basic Act:</p> <p>The SRG shall submit, at the end of each calendar year, a report:</p>	Describing national/regional policies in the scope of the JU
	Identifying specific ways of cooperation with the actions funded by the JU

**B. General Information – to be filled in by each SRG representative and submitted to the EU-RAIL JU on an annual basis:**

<b>Policy</b>	Competent authority:	MS: Ministry of Infrastructure and Water Management
	Contact details: name and e-mail	Marcel Tijs <a href="mailto:Marcel.tijs@Minienw.nl">Marcel.tijs@Minienw.nl</a>
<b>Strategy</b>	Short description of priorities	<b>1.Toekomstbeeld OV</b> In 2019 the policy document Future of Public Transport (in Dutch: Toekomstbeeld OV 2040 (TBOV)) was drawn up together with decentralized authorities and public transport parties. This document provides insight into the choices and offers a perspective towards 2040, also

		<p>related to some innovative solutions. At this moment a recalibration of the program takes place.</p> <p><b>2. The Acceleration Agenda for Rail</b></p> <p>The Netherlands is facing major challenges and public transport has an important role in tackling these challenges (as described Future of Public Transport: Toekomstbeeld OV 2040 (TBOV)). Innovation is necessary and promising to move forward on this topic. Capitalizing on these opportunities requires more intensive collaboration in the innovative field, especially in the IenW-ProRail-NS triangle. In 2021, the three parties therefore decided to start the joint 'Acceleration Agenda for Rail' and, where necessary, to involve other stakeholders (including a.o. other railway undertakings for passenger and freight).</p> <p>The aim of the agenda is to accelerate innovations so that they can make a maximum contribution to four joint ambitions in the rail sector. These are formulated as follows in the Innovation Agenda:</p> <ol style="list-style-type: none"> <li>1. Maximize network use by increasing capacity on existing track and stations;</li> <li>2. More affordable transport through innovations throughout the chain;</li> <li>3. Environmental impact down, contribution to energy transition up;</li> <li>4. Flexible and demand-driven public transport/train traffic (focused on the needs of the traveler/shipper).</li> </ol> <p>Based on these ambitions, we look for concrete cases that will lead to tangible results within a few years. The cases are exemplary of the larger system transitions that the rail sector will undergo in the coming years. The Rail Field Lab 5G is the first case taken up in this context, the expected result is an operational Field Lab at the end of 2024. A dissemination event is planned for December 2023 in the city of Amersfoort.</p> <p><b>3. Development of rail freight</b> based on technological innovations/digitalization</p> <p style="padding-left: 40px;"><b>a. ELETA</b></p> <p>MoT NL is supporting Projects on Electronic Exchange of Estimated Time of Arrival Information (ELETA), Rail Collaborative Decision Making (R-CDM) on the Rhine Alpine rail freight corridor, Digital Train 1.0 and 2.0 projects, and Enhanced Data Interoperability for Combined Transport (EDICT) project for the period up to and including 2024.</p> <p><u>Enhanced Data Interoperability for Combined Transport (EDICT)</u></p>
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	Areas covered	<p>Digitalisation ERTMS ATO DAC Improvement of capacity Maas</p>
<b>Dedicated or other related programmes</b>	Short description, including Technology Readiness Levels covered within the programme	<p>ERTMS ASAP</p> <p>ASAP ERTMS is a ProRail programme which called the market to develop innovations to increase the rollout of ERTMS in the Netherlands. A number of companies are now being funded to elaborate their ideas which will help accelerate ERTMS (.e.g. by decreasing costs and complexity of installation or increasing the pace of</p>
	Web-links	<p><a href="#">Toekomst openbaar vervoer 2040   Openbaar vervoer (ov)   Rijksoverheid.nl</a> <a href="#">TU Delft   DelftRail Institute</a> <a href="#">1900019 Brochure MaaS-pilots A4-NL.indd (overheid.nl)</a></p>

		<p>rollout through new work methods and tools). More info: <a href="https://www.prorail.nl/programmas/ertms/asap-er">https://www.prorail.nl/programmas/ertms/asap-er</a></p> <p><b>Universities initiatives :</b>  <u><a href="#">TU Delft</a>   <a href="#">DelftRail Institute</a></u></p> <p>ProRail has initiated an official research alliances with Delft University of Technology, University of Twente, TNO and Deltares where ProRail invests in new research and development programmes and also the knowledge institutes dedicate efforts to innovate the rail sector. ProRail has actively taken care these parties also joined EU Rail during the flagship projects awarded in 2022. ProRail also supports through the alliances the education of new railway experts.</p> <p>DelftRail is initiated to increase the value of advanced research in railway engineering and operations, ensuring a sustainable, robust and future proof railway system. DelftRail contributes to enabling railway as the backbone of Europe's sustainable mobility, attract more funding for research and catalyse the education of new railway experts with inter-disciplinary profiles so urgently needed in the coming decades.</p>
<b>Calls/Funding scheme identifications</b>	Short description	-
	Time-plan	-
	Available budget	-
	Strategic priorities	<b>Digitalization</b>
	Web-link	-
	Future calls (time plan if any)	-