



Deel COUNTRY FICHE

SPECIFIC INFORMATION

Note from Ministry of Infrastructure and Water Management: this document does not aim to give a full overview of all relevant programmes, and has to be seen also in the context of the GENERAL COUNTRY FICHE, that also contains information that is asked for in this SPECIFIC FICHE.

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. Specific Information – to be filled in by each SRG representative and submitted to the EU-RAIL JU before SRG meetings:

1. Potential synergies and complementarities with EU-RAIL JU

a. Priority areas linked and/or related to EU-RAIL JU activities:

EU-RAIL JU area	Country's priority area
	Digitalisation ERTMS ATO

	Maas
--	------

b. Priority areas linked and/or related to EU-RAIL specific objectives (art 85(2) SBA)

EU-RAIL Specific Objectives	If any Country's objectives (in prioritization 1 st , 2 nd , 3 rd ..) - With specific reference to national project developed <i>Note: presentation to be delivered at SRG meetings on project details for sharing or publication on EU-RAIL website</i>	Suggestions for potential synergies with on-going EU-RAIL projects
facilitate research and innovation activities to deliver an integrated European railway network by design,		ERTMS ASAP 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 rollout through new work methods and tools). More info: https://www.prorail.nl/programmas/ertms/asap-er

<p>eliminating barriers to interoperability and providing solutions for full integration, covering traffic management, vehicles, infrastructure also including integration with national gauges, such as 1 520, 1 000 or 1 668 mm railway, and services, and providing the best answer to the needs of passengers and businesses, accelerating uptake of innovative solutions to support the Single European Railway Area, while increasing capacity and reliability and decreasing costs of railway transport;</p>		
---	--	--

<p>deliver a sustainable and resilient rail system by developing a zero-emission, silent rail system and climate resilient infrastructure, applying circular economy to the rail sector, piloting the use of innovative processes, technologies, designs and materials in the full life-cycle of rail systems and developing other innovative solutions to guided surface transport;</p>		<p>Program Source Approach to Rail Vibrations: https://www.prorail.nl/programmas/innovationagenda-bron Approach-spoortrillingen. English: Innovation Agenda for Minimizing Track Vibrations at the Source.</p> <p>In addition, NL undertakes various initiatives around Sustainability in Materials, Energy, Ecosystem, and Mobility: https://www.prorail.nl/toekomst/duurzaam</p>
<p>develop through its System Pillar a unified operational concept and a functional, safe and secure</p>		<p>Involvement (ProRail a.o.) in System Pillar and cooperation in the EULYNX context</p> <p>ERTMS roll out in NL/ERTMS in the Netherlands ERTMS NL (available in English)</p>

<p>system architecture, with due consideration of cyber-security aspects, focused on the European railway network to which Directive (EU) 2016/797 of the European Parliament and of the Council (39) applies, for integrated European rail traffic management, command, control and signalling systems, including automated train operation which shall ensure that research and innovation is targeted on commonly agreed and shared customer</p>		<p>'Vitaal Spoor action program', a road map has been developed, relevant for cyber security. pdf (overheid.nl) more information in Dutch (document is publicly available)</p>
---	--	--

<p>requirements and operational needs and is open to evolution;</p>		
<p>facilitate research and innovation activities related to rail freight and intermodal transport services to deliver a competitive green rail freight fully integrated into the logistic value chain, with automation and digitalisation of freight rail at the core;</p>		<ol style="list-style-type: none"> 1. See GENERAL country fiche 2. Subsidy scheme for modal shift from road to rail and inland shipping. With the 'Subsidy scheme for modal shift from road to rail and inland shipping', the government is encouraging the relocation of freight transport from road to rail and to water: the goal is to limit congestion on the main transit routes. For inland shipping, the scheme focuses on the East and South-East freight transport corridors, while a national approach applies to rail. The scheme must contribute to keeping urban centers and port areas structurally accessible by rail and water. The scheme, which has now been approved by the European Commission, has a duration of four years and includes €7.5 million for rail and €15 million for inland shipping. 3. Rail freight vision (in development)
<p>develop demonstration projects in interested Member States;</p>		<p>See country fiche GENERAL different projects</p>
<p>contribute to the development of a strong and globally competitive</p>		



European rail industry;		
enable, promote and exploit synergies with other Union policies, programmes, initiatives, instruments or funds in order to maximise its impact and added value.		

4. Measures concerning deployment activities in relation to the JU

See events in GENERAL FICHE