



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:

Policy	Competent authority:	MS: Ministry of Infrastructure and Water Management
	Contact details: name and e-mail	Johanna Nes johanna.nes@minienw.nl
Strategy	Short description of priorities	1.Toekomstbeeld OV 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. A situational update of the public transport was published in 2024: https://www.rijksoverheid.nl/documenten/rapporten/2024/01/19/bijlage-2-situatieschets-herijking-tbov. The TBOV recognises that a more active policy on renewal and innovation is needed, and a follow-up assignment is drafted to better map out how to proceed further.</p> <p>Toekomstbeeld Spoorgoederenvervoer 2050 In 2025 the policy document Future of Rail Freight 2050 (in Dutch: Toekomstbeeld Spoorgoederenvervoer 2050) was published. This document provides a strategy for rail freight towards 2050. The main aim is to strengthen rail freight transport and improving its connection with other modes of transport. Thereby making rail freight transport an attractive mode of transport that shippers are eager to use and strengthening the European hinterland connections that are important to The Netherlands. Not only for civilian freight transport, but also for military mobility. At this moment an implementation agenda (Uitvoeringsagenda Spoorgoederenvervoer 2026-2030) is being drafted.</p> <p>2. The Acceleration Agenda for Rail</p> <p>Group 3, Grouped objectThe 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"> 1. Maximize network use by increasing capacity on existing track and stations; 2. More affordable transport through innovations throughout the chain; 3. Environmental impact down, contribution to energy transition up; 4. Flexible and demand-driven public transport/train traffic (focused on the needs of the traveler/shipper). <p>Based on these ambitions, we look for concrete cases that</p>
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		<p>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>3. Development of rail freight based on technological innovations/digitalization</p> <p>a. <u>ELETA</u> 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> <p>EDICT is a sequel to the projects ELETA (2017-2019), Digital Train 1.0 (2020-2021), Digital Train 2.0 (2021-2022). Its chief aim is to facilitate the implementation of electronic ETA data exchange (TAF TSI) between terminals and the rail sector. The project had three components:</p> <ul style="list-style-type: none"> • Activity 1: Implementation of electronic data exchange between terminals and the rail sector • Activity 2: Development of a common Quality Management System for European Combined Transport (Q-ELETA) • Activity 3: Initiating data exchange with (new) identifiable and eligible stakeholders (upgrade CESAR) <p>b. Automatic Train Operation ATO (DE-NL)</p> <p>The project objective is to get fully functional and operational testing of ATO target systems established in order to achieve first-in-class certification, boosting growth of Combined Transport from the ZARA ports via Betuweroute by 2025. The official kickoff was in autumn 2025, after which the testing phase started. ATO is key to improve resource productivity, capacity utilization and energy efficiency for growth in the corridor, production stability, reduced cost and transit times. The development of ATO will require various innovations at production process and technology level. The consortium will also rely on proven, state of the art automation technology, while building on the European standardization.</p>
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	Areas covered	<p>Digitalisation ERTMS ATO DAC Improvement of capacity Maas</p>
	Web-links	<p>https://www.rijksoverheid.nl/onderwerpen/openbaar-vervoer/betere-verbindingen-openbaar-vervoer/ov-in-de-toekomst (ov) Rijksoverheid.nl</p> <p>https://www.rijksoverheid.nl/documenten/rapporten/2024/01/19/bijlage-2-situatieschets-herijking-tbov TU Delft DelftRail Institute</p> <p>https://open.overheid.nl/documenten/ronl-747e2350-a2fe-4048-ab91-63bfef856e87/pdf MaaS pilots</p>

<p>Dedicated or other related programmes</p>	<p>Short description, including Technology Readiness Levels covered within the programme</p>	<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 rollout through new work methods and tools). More info: https://www.prorail.nl/programmas/ertms/asap-ertms</p> <p>Universities initiatives : https://www.tudelft.nl/delftrail</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>
<p>Calls/Funding scheme identifications</p>	<p>Short description</p>	<p>-</p>
	<p>Time-plan</p>	<p>-</p>

	Available budget	-
	Strategic priorities	Digitalization
	Web-link	-
	Future calls (time plan if any)	-