

# BBR – Infrastructure



BBR

Benelux Business Roundtable

May 31<sup>st</sup>, 2017

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# Content

- **Introduction: recap of the first phase and past work**
- The value of a good infrastructure
- Synthesis of priority areas going forward
- Proposed next steps



# Actions undertaken since September and objectives of today's session

Sept 2016

May 2017

**Gather and synthesize input from survey and interviews**

**Prepare, refine and validate output**

**BBR Meeting**

- Conducted **Infrastructure survey** amongst some 30 companies within the Benelux
- **Workshop, one to one sessions** with individual companies and **combined sessions** with WG DSM on the topic of Smart Mobility
- **Presentation to Benelux parliament**

- **Incorporate feedback** from the working group and adjust as needed
- **Circulate paper** prior to BBR meeting

**Objectives** of today's meeting:

- 1 Debate conclusions and recommendations** resulting from survey
- 2 Define next steps** (3rd phase)

Today we present a synthesis of the input from a broad range of stakeholders – Thank you for your contribution!



## Key questions from companies and organizations

How can the **Benelux countries** that are facing similar competitive threats put in place a **common strategy**?

Where is the **sense of urgency**? The figures are simply alarming!

How can national infrastructure decisions take into account **Benelux** (and international) **connectivity**?

How do we maximally **leverage EU/EIB facilities**?

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# Good infrastructure is critical to support economic growth

Infrastructure investments boost economic growth and creates jobs



Which explains why transport is closely correlated to GDP

**Cost**

**Benefit**

**1.0 : 1.2 – 1.4**

- Provincie Limburg, project for railway Mol
- Weert, 2017 & VBO Report, 2016

*“Necessary transport infrastructure investments until 2020 could **create up to 4 million jobs** in Europe”*

– European Commission, 2017



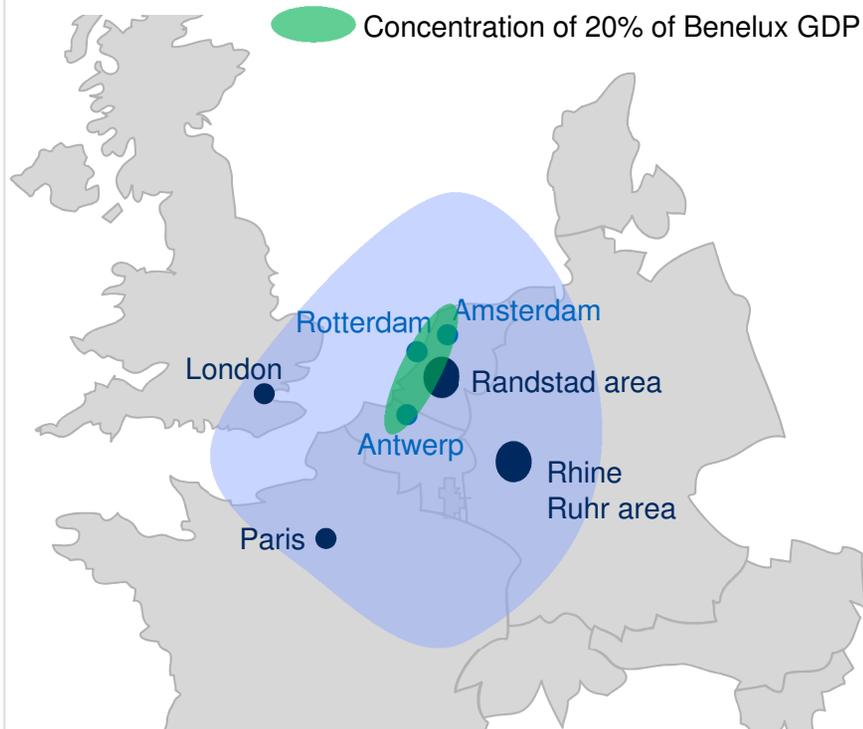
GDP grows by a factor

**2x faster** than traffic intensity

- Federal highway administration, 2012

In Benelux, infrastructure is key as there is a high concentration of GDP on the coast, that needs to be transported through high-density areas

### Major economic hubs in 200km area from Benelux



The **2 busiest ports of Europe** are in Benelux (Rotterdam and Antwerp)



About **20%** of Benelux **GDP** is concentrated in **Antwerp, Rotterdam and Amsterdam** area<sup>1</sup>



**Transport density** of Benelux is **1.7 times higher than Germany** and **3.9 times higher than France**<sup>2</sup>



**Added value** of companies in the **transport and storage sector** **1.4 times higher than European average**

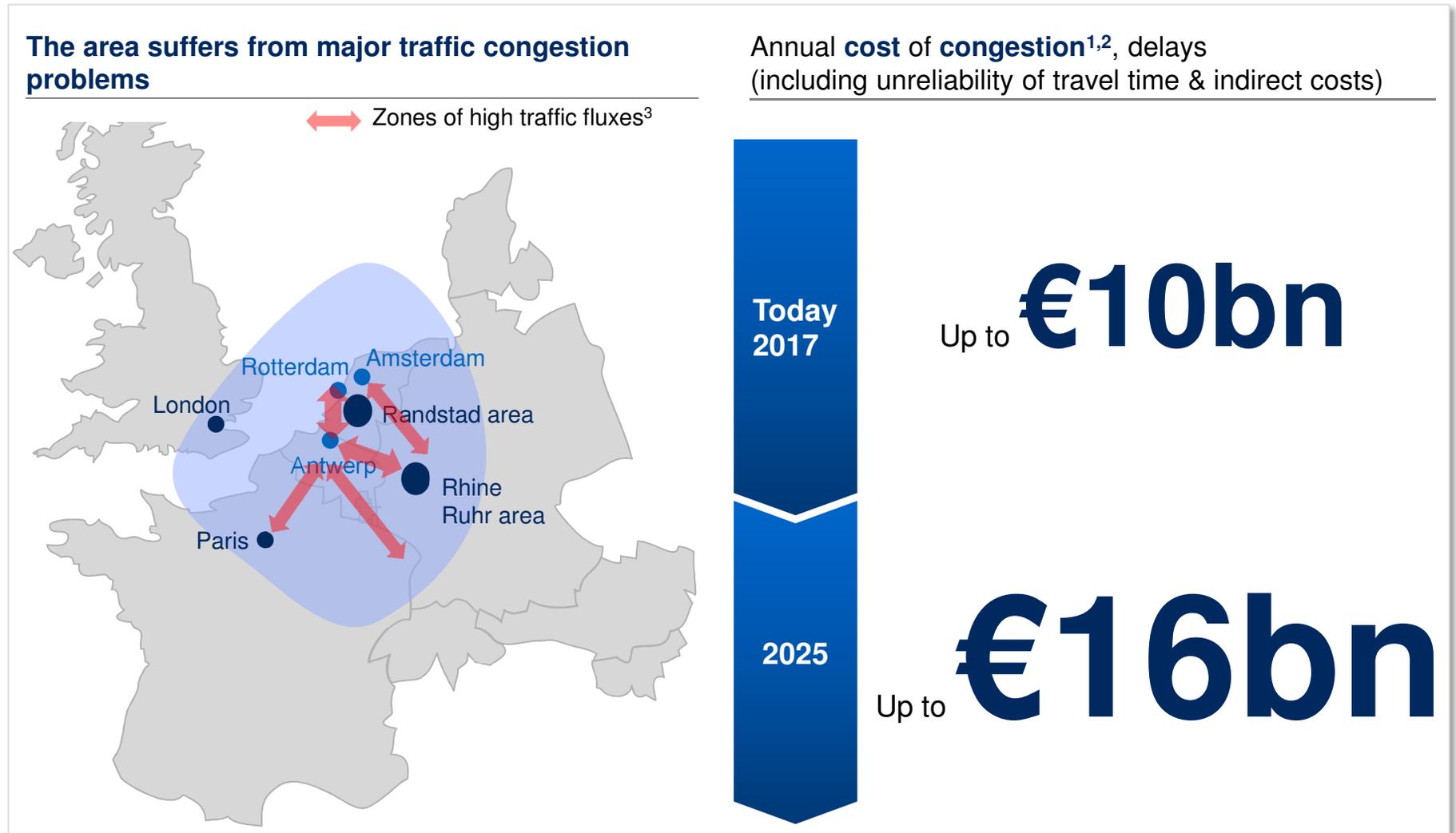
*“Given the **high concentration** of economic activity around the capital and the **port cities**, the most urgent challenges are **upgrading basic rail and road transport infrastructure**”*  
European Commission, 2017

<sup>1</sup> Direct and indirect GDP generated by Antwerp (65bn\$), Rotterdam (130bn\$) and Amsterdam (47bn\$) ;data from Federaan Planbureau, Port of Rotterdam, PWC

<sup>2</sup> Traffic density measured as the number of people transported\*kilometers/country area and tons of transported goods\*kilometers/country area over a year, source:

SOURCE: External Costs of Transport in Europe (CE Delft, 2008); Eurostat, 2016 Benelux report: freight transport , OECD, Federaal Planbureau, Port of Rotterdam Facts & Figures (website), "Global city GDP rankings 2008-2025". Pricewaterhouse Coopers

In Benelux, congestion is already causing inefficiencies, resulting in high costs supported by all three countries



1 Incl costs from the unreliability of travel time, fallback costs, indirect costs 2 Based on computation for Netherlands, keeping the same proportion as the economic costs of traffic from INRIX report; max based on numbers from OESO calc, files would be 2% of GDP in BE 3 Based on main routes for transport in Europe from Stockcorgo EU  
 SOURCE: European Commission working document, Country Report Belgium 2017, Hoofdrapport nationale markt en capaciteitsanalyse NMCA 2017; Transport & Mobility Leuven, 2015; EU Transport Scoreboard 2016; Europe's traffic Hotspots – Measuring the impact of congestion in Europe, INRIX Reasearch, 2016; OESO report

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# Identified opportunities to tackle the issue of transportation infrastructure and support economic growth

1

## Improve existing infrastructure

Strengthen, expand and better utilize **existing infrastructure** to **strengthen north-south and east-west trade around the largest European ports**



Only ~**25%** of respondents are **satisfied** with the **availability** of (cross-border) **ground transport infrastructure** in Benelux



2

## Leverage new technologies

Creation of a **platform** to enable the **development of innovative solutions** (digital, advanced analytics)



About **75%** of respondents believe that latest technologies are **not used enough** in transport infrastructure



3

## Strengthen coordination and share best practices

Tighten the **collaboration** across the **3 countries** to **share best practices** on innovative solutions and **develop infrastructure together**



About **70%** of respondents believe investments have not been coordinated across Benelux countries



# 1 Improve existing infrastructure

## Description

Strengthen, expand and better utilize **existing infrastructure** to **strengthen north-south and east-west trade around the largest European ports**



**Expand** the north-east connectivity to get the goods into mainland Europe through



Strengthening existing **pipeline** network between **Antwerp** and **Rotterdam** (e.g. potential connection of Antwerp to CO2 pipeline being developed in Rotterdam)



Railway link 11 Antwerp Breda



Rejuvenate the BeNeLux train



Strengthen the east-west connectivity to get the goods from the seaside into mainland Europe through: Railway link Iron Rhine



Improve fluidity of traffic through **new technologies**, e.g., connected cars, dynamic traffic guidance systems

<sup>1</sup> Computed based on length, duration and number of occurrences of traffic jams, multiplied by the value of time, see INRIX report

## 2 Leverage new technologies

### Description

**Public entities** to create the legal and regulatory **framework**, and provide all 'public' **data** to create a **platform** on which different data sources can be connected to **enable** the **development of innovative solutions**, e.g.



Improve cross border traffic fluidity



Enable cross modal flow optimization



Reduce empty trucks trips from ~20 to 10%



Enable unified cross-border tolling that also differentiates depending on time of day and user type

### 3 Strengthen coordination and share best practices

#### Description

Tighten the **collaboration** across the **three BeNeLux countries** to **share best practices** on innovative solutions / projects and **develop** key solutions / **infrastructure together**, e.g.



Setup true **cross-border** collaboration through projects that are eligible for EIB/TEN-T **funding** and develop 5 (PPP) cross-border projects in the next 5 years (e.g. MaaS, rail connections)



**Procure new technologies together** to benefit from scale synergies (e.g. smart traffic lights)



Create **parallel consortia** in other BeNeLux countries, such as the programs 'Beter Benutten', 'Talking Traffic'; consortia to develop commercially viable solutions to be used in other countries



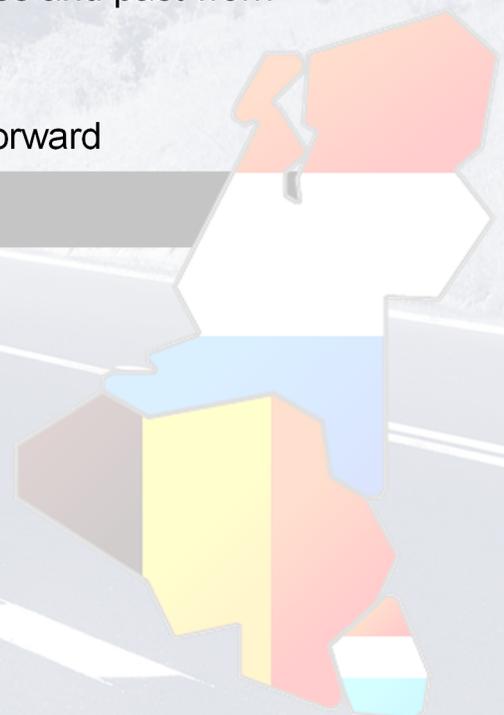
eCMR: enhance **cooperation** in the fields of logistics and **innovation**, facilitate through **pilot projects** the use of **digital freight documents** and other paperless freight document

<sup>1</sup> Cost amounts to 181 million € for the Netherlands, was scaled to Benelux using tons of goods transported \* km for Benelux countries vs Netherlands alone (source: External Costs of Transport in Europe, CE Delft 2008)

SOURCE: eCMR, BBR Report

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What do you think?



Discuss recommendations developed by BBR infrastructure group

Endorse next steps suggested by BBR infrastructure group