



Piet de Wildt

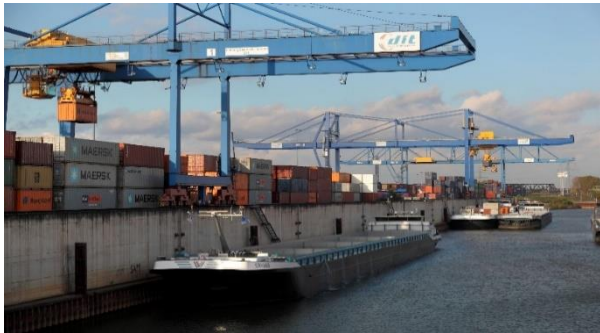
Ministry of Infrastructure and the Environment

The Netherlands

TRADE AND TRANSPORT

The Netherlands is trading nation and robust hinterland connections are essential for the economy.

Road – Rail - Inland waterways –Interchanges



Not only at the national level but also at the European and wider level.

INTERNATIONAL INITIATIVES

Europe

The Netherlands is actively involved in relevant European programmes like



and

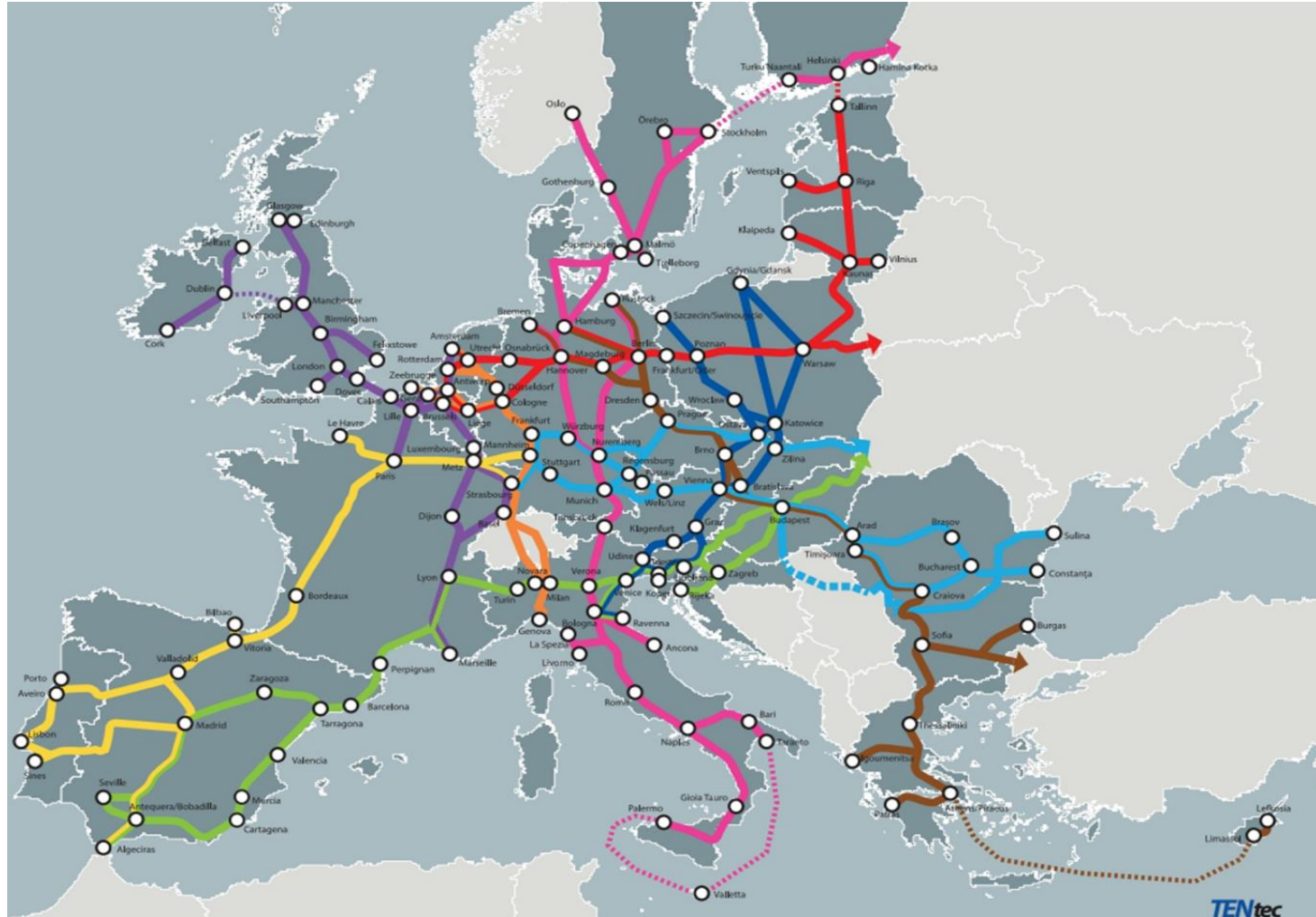
Infravation
An Infrastructure Innovation Programme



The purpose of the TEN-T programme is to ensure the cohesion, interconnection and interoperability of the trans-European transport network.

Netherlands has 3 Core Network Corridors crossing the country:

- The **North Sea-Baltic Corridor** stretches from the North Sea ports through Poland to the Belarus border and to the Baltic countries.
- The **Rhine-Alpine Corridor** connects the North Sea ports of Rotterdam and Amsterdam along the Rhine valley to Milan and the Italian ports.
- The **North Sea-Mediterranean Corridor** stretches from Irish and the northern UK ports through Belgium, with a branch from Amsterdam and Rotterdam, to the southern French ports.





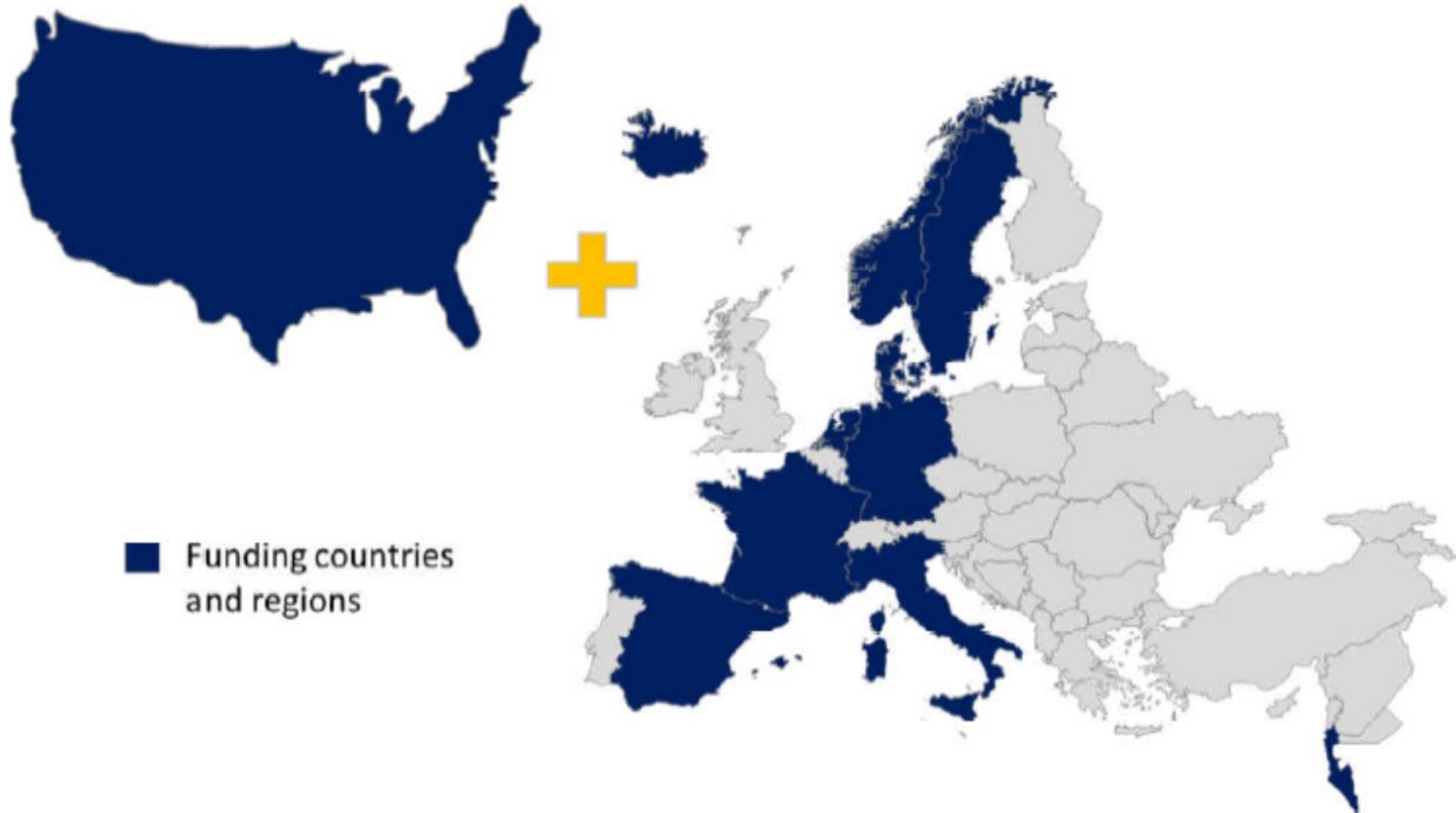
INFRAVATION is a transnational collaboration, aiming to

- accelerate and deploy promising innovations in the construction and maintenance of roads and bridges, and
- finding solutions for common challenges of road owners (roads + bridges)

Through:

- transnational collaborations between contractors, research institutions and universities
- the use of complementary transnational skills and view points
- pooling scarce resources and leverage effect





INTERNATIONAL INITIATIVES

New Silk Road

A challenging initiative connecting the eastern and western shores of the Eur-Asian continent.

Many routes, modalities, cities, including Rotterdam



EFFECTS OF CLIMATE CHANGE

More frequent and higher extremes in temperature, precipitation and wind, that will **limit the capacity** of transport corridors or even **disrupt the availability** as a consequence of damage to the infrastructure .

In 2016 the Parties to the UNFCCC adopted the Paris Agreement, including goals on

mitigation: limit global warming to well below 2°C, and

adaptation: enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change

United Nations specialized organizations and agencies are encouraged to support the efforts of Parties to implement the actions on adaptation (art 7.8).

OPPORTUNITY & CHALLENGE FOR UNECEC

UNECE might serve as

- a central podium in assuring that national adaptation activities also take cross-border availability of a corridor as a whole into account;
- catalyst for exchange of knowledge, lessons learned, good practices, etc.

UNECE Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes.

