



# The role of urban nodes in the TEN-T

**Concluding Workshop: Study on improving the efficiency of the transport system  
in urban nodes of the TEN-T core network  
Brussels, 6 October 2016**



Key elements of the new TEN-T policy

# Support implementation of Transport White Paper through new infrastructure policy

- Dual layer approach based on an objective methodology
- Common deadlines to achieve network
- Ambitious standards for all infrastructures
- More emphasis on innovation & new technologies
- Corridors and coordinators
- New Funding & financing instruments



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## TEN-T policy

# Objectives for the core and comprehensive networks



By 2030:

replace the patchwork of priority projects by a single multimodal European core network with

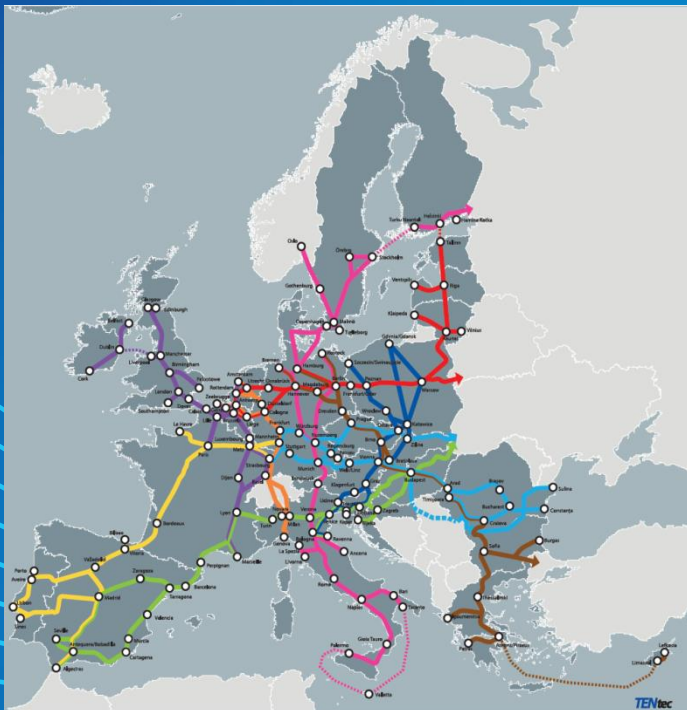
- high standards,
- common traffic management systems
- targets for the deployment of clean fuels

By 2050:

develop the comprehensive network as "ground layer" to ensure accessibility and common standards

## Implementation tools

# The nine Core network Corridors



- Baltic-Adriatic Corridor
- North Sea-Baltic Corridor
- Mediterranean Corridor
- Orient/East-Med Corridor
- Scandinavian-Mediterranean Corridor
- Rhine-Alpine Corridor
- Atlantic Corridor
- North Sea-Mediterranean Corridor
- Rhine-Danube Corridor



## Implementation tools

# Core network Corridors

- Support the implementation of the core network
- Synchronise investments in order to optimise network benefits
- Focus, in particular, on cross-border sections, the removal of bottlenecks, modal integration and interoperability
- Are multimodal and involve at least 3 Member States
- Dispose of flexible governance structures
- Involve stakeholders across borders and sectors
- Are aligned with Rail Freight Corridors





Implementation tools

## Core network Corridors - governance

- One European Coordinator per Corridor
- Regular Corridor Forum meetings since 2014, including more and more critical stakeholders
- Working groups: ports & inland waterways, rail-road terminals and regions & urban nodes
- Dialogue between institutions but also with the citizens, companies and civil society organizations



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Implementation tools

## Core network Corridors – Work plans

- Plan for the implementation of the Core network Corridor by 2030
- Based on a thorough analysis of the Corridors
- Presented by the Coordinator, with his/her recommendations
- Continuously discussed with a number of stakeholders in the Corridor Forum meetings
- Approved by Ministers in May 2015
- Update currently ongoing



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Corridors as frontrunners for innovative and sustainable transport development

## Issues Papers

- The TEN-T Regulation links infrastructure and transport policy (standards, equipment, nodes, freight services etc.), provides for cooperation with third countries
- The CNC Work Plans aim to generate “project pipelines” in line with both infrastructure and transport policy objectives, in support of green and innovative mobility; shall gradually address the full range of TEN-T project categories
- Five issues selected: multimodality, ITS, innovation, urban nodes, cooperation with third countries
- Issue papers presented by the European Coordinators in June 2016



Corridors as frontrunners for innovative and sustainable transport development

## Issue paper on "Efficiently integrating urban nodes"

- Boost synergies between TEN-T infrastructure as well as urban mobility / urban development aspects, tackle the "urban bottlenecks"
- Strengthen cooperation at all governmental levels, raise awareness and fully deploy the benefits resulting from integration of nodes in the wider corridor perspective
- Make full use of innovation and decarbonisation potential, enabling multimodality
- Integrate TEN-T in the respective urban realities



Urban nodes

## Role and challenges of urban nodes

- Urban nodes are connecting points linking different transport modes and types of traffic (long-distance and urban/regional transport )
- They are essential for the effectiveness of the European transport corridors as well as for regional development and social cohesion
- Urban logistics operations are part of national or international supply chains
- Congestions costs nearly 100 billion Euro, or 1% of the EU's GDP, annually and is to a great extent located in urban areas
- Urban nodes also face challenges relating to air and noise pollution, accidents, increasing demands and often protests from the citizens



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Urban nodes

## Potential of urban nodes

- Urban nodes offer a great potential for economic development and spill-over effects
- Bearing in mind the potential synergies of European, national, regional and local transport flows, they usually provide excellent conditions for establishing value-added logistics services and multimodal platforms
- Good cooperation of cities and surrounding regions is needed to make traffic flows in urban nodes as efficient as they can be, to conceive and deploy relevant concepts and to generate mutual benefits
- Exchange of best practice can support the further development of innovative solutions for sustainable transport in urban nodes (also in the framework of Sustainable Urban Mobility Plans, Urbact III Network, Transport Research & Innovation Portal,...)



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Financial support tools

## Connecting Europe Facility

- Grant focus on **cross-border sections and bottlenecks** for the cleaner modes of transports (Railways, Inland Waterways)
- Focus on projects located on the 9 **trans-European Corridors**, but not only
- Support to the deployment of European **traffic management systems** for a more efficient use of the existing infrastructure (SESAR, ERTMS...)
- Support to the deployment of **new technologies and innovation** for greening of transport (electrification, alternative fuels, intelligent transport systems,...)



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## Financial support tools

# Connecting Europe Facility – urban nodes

- CEF 2014 and 2015 calls included a dedicated call priority on core network nodes to foster the development and integration of urban nodes within the TEN-T corridor approach
- Eligible action types were studies and pilot actions to test and validate novel approaches
- 22 projects have been selected under the 2014 and 2015 CEF call on the topic of core network nodes, for a total amount of 161.1 million Euros\* in CEF co-funding with EU funding mainly focusing on enhanced interconnections of TEN-T infrastructure in those nodes.
- 25 additional projects were selected for funding on the topic of multimodal logistics platforms, for a total of 93.5 million Euros\*.
- Other relevant call priorities were innovation, ITS, freight transport services, rail freight noise, telematics applications, and accessibility.

\*2015 amounts to be confirmed during Grant Agreement negotiation phase



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Financial support tools

## Other funding and financing sources

- The European Structural and Investment Funds (ESIF)
- Horizon 2020 for research and innovation: transport challenge (including CIVITAS initiative), Smart Cities and Communities
- European Fund for Strategic Investments (EFSI)
- Standard EIB loans and guarantees
- Interreg, Urbact III, LIFE, JESSICA, European Energy Efficiency Fund, Fuel Cell and Hydrogen Joint Undertaking,...



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Thank you for your attention

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