

Study on improving the efficiency of the transport system in urban nodes of the TEN-T core network

Stakeholders' perspectives on the development of urban nodes Results from interviews

Enrico Gaspari, PwC



Stakeholders interviews

#	Interviewee	Organisation
1	Anni RIMPILÄINEN	Finnish Transport Authority (Helsinki urban node representative)
2	Catherine TRAUTMANN	European Coordinator TEN-T North Sea-Baltic Corridor
3	Ivo CRÉ	POLIS
4	Jacopo RICCARDI	Liguria region (Genoa urban node representative)
5	Patrick VAN NOTEN	Metropoolregio Rotterdam Den Haag (Rotterdam urban node representative)
6	Laura LONZA	JRC Sustainable Transport
7	Marcel ROMMERTS	INEA – Horizon 2020 Transport research
8	Miran GAJŠEK	Ljubljana municipality (Ljubljana urban node representative)
9	Nicholas BANFIELD	DG ENV – F3: Knowledge, Risks & Urban Environment
10	Patrick MERCIER HANDYSIDE	DG RTD Transport Directorate
11	Umberto GUIDA	The International Association of Public Transport (UITP)
12	Vincent LEINER	DG REGIO, DG Regio Competence Centre Smart and Sustainable Growth



Measure characteristics

To create a better connectivity between UNs and the TEN-T

- Create coordination between national, regional and local mobility measures also through institutional or non-institutional frameworks (e.g. SUMP);
- Create integration between transport and infrastructure with land use, energy, health and economy;
- Be based on a governance model that:
 - Creates a coordination of several tiers of governments (e.g. sub-national/national, regional and local) ensuring a link between broader and local transport systems;
 - Encompasses a mix of competences (e.g. engineering, urban planning, sociology, economy, architecture, etc.), and involve a variety of stakeholders (transport authorities, port and airports, passenger federations, local authorities, etc.);
 - May counts on the coordination of an organisation with an umbrella dimension;
 - Creates transport measures hand-in-hand with civil society and industry;
 - Adopt innovative funding models (e.g. PPP) that involve private actors with private capitals.
- Take into account 'unusual' transport modes (e.g. lifts, inland waterways, cableways, escalators, etc.) and detect synergies with classical transport offer.



Opportunities

in making transport system efficient

- Use of digitalisation and open/big data to improve consumer relationship and service quality;
- Exploration of new mobility concepts (e.g. car-sharing, electro-mobility, driverless cars) to provide more offer to citizens (including new integrated traffic management technologies);
- Exploration of additional possibilities to integrate different transport means (e.g. rail and inland waterways);
- Taking into consideration sector characteristics (industrial, residential, commercial, etc.) when designing transport policies, bearing in mind attractor poles and their timing (i.e. time of the day that creates traffic-picks);
- Strengthen the interoperability of infrastructure system, which encompass the design, construction, placing in service, upgrading, renewal, operation and maintenance.



Obstacles

in making transport system efficient

- Lack of integrated view/assessment:
 - In the planning effort (definition, assessment, prioritisation, funding of transport decisions);
 - In integrating cross-border aspects (analysis mostly at national/regional level);
- Lack of 'attention' that affects Urban Nodes in the TEN-T regulation (i.e. the development of corridors happens with scarce involvement of the local level);
- Lack of coordination at EU level for the 88 urban nodes in respect to the TEN-T network which brings to an increasing competition for resources;
- Issue of privacy, that might limit the potential of some transport measures as not all road users are willing to reveal their personal information that would allow transport operators to provide them a range of services and carry out its statutory function;
- Sometimes lack of capacity at city level to cope with the TEN-T policy that adds to local administration an additional level of complexity.



Urban Nodes in the long term

- A better understanding of them would be required (also through the use of comparable KPIs), in particular:
 - Where and how and to which extent TEN-T and node infrastructure influence each other;
 - How costs and benefits (ROI) distribute between transport systems;
- Give to urban nodes an higher prominence in the policy agenda (no annual conference for urban nodes);
- They should be aware of the incoming trends, consisting of: (i) the Internet of Things (IoT) which allows for smart parking services, etc. (ii), the arrival of automated vehicles (driverless cars), (iii) the shift from vehicle ownership to use, (iv) the aging profile of road users, (v) the fact that citizens tend to have more spare time which typically is dedicated to mobility;
- They should always have alternative options towards their development, evaluated through robust impact assessment and sensitivity analysis. analysed through assessment tools that allow for comparison of measures



Consortium

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<p>Rupprecht Consult - Forschung & Beratung GmbH Clever Str. 13 – 15 50668 Cologne, Germany</p>	<ul style="list-style-type: none"> • project coordination and management; • research; • management of knowledge transfer; • systematic take-up of project results; • online learning.
<p>PwC - PricewaterhouseCoopers Advisory SpA Largo Angelo Fochetti, 28, 00154 Rome, Italy</p>	<ul style="list-style-type: none"> • policy evaluations; • impact assessments; • economic modelling and stakeholder consultations.
<p>Panteia Research voor Beleid EIM NEA IOO Stratus IPM Bredewater 26 2715 CA Zoetermeer, The Netherlands</p>	<ul style="list-style-type: none"> • impact assessments, modelling, forecasting and evaluation; • Cost Benefit Analyses, Multi Criteria Analysis in the area of urban transport and mobility; • technical assistance.

On behalf of the European Commission, Directorate-General for Mobility and Transport (DG MOVE)

Directorate C – Innovative & sustainable mobility



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Thank you ...

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