

# EUROCITIES information session on EU funding for Urban Nodes

## Funding the development of urban nodes - *Recommendations & findings* -

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# Outline

- **Recommendations for urban nodes development**
- **Findings and tips for proposal writing**
- **EU funding for urban nodes in Interreg Vb**

# Recommendations & Findings

- **based on**

- Recommendations: “study on improving the efficiency of the transport system in urban nodes of the TEN-T network” (Rupprecht Consult, PWC, Panteia)
- Findings: Experiences and lessons learnt from CEF 2014 proposal review process (subjective perspective!)

# Recommendation – integration is key!

- Background:  
**From TENT-T perspective** it's a node (connection between transport arteries, connection of modes and different transport layers);  
but **from city perspective**, a node with 1 Mio. inhabitants surrounding (where people live and where is a need for quality of life; urban nodes have a multitude of objectives: accessibility, safety, land use etc.).
- **Integrate top-down & bottom-up processes:**  
(in the TEN-T context traditionally measures identification, selection & prioritisation **in the core corridors is a top-down process** mostly from the EU/national level. Urban nodes need to **develop localised (bottom-up) strategies and policies** ).
- Integration of SUMP perspective into regional/national master plans.

# Recommendation – “packaging” of measures

- On the local level, packages i.e. the **combination of different measures** in order to reach high level local objectives are considered important instead of single measures.
- Packages of measures take into account TEN-T perspective, e.g. nodes planning through:
  - **inter-modal hubs** connecting TEN-T elements (main train stations, harbors, airports) among themselves, to the urban transport system, and to the TEN-T corridors
  - improvements of the **railway infrastructure and ITS**
  - enhancement and capacity development of **public transport services** at the metropolitan level
  - **promotion of active mobility** (walking and cycling) to provide capacities in other modes

# Recommendation – innovative measures

- Be aware of the incoming **trends**, e.g. the Internet of Things (IoT) which allows for mobility as a service the arrival of automated vehicles (driverless cars), the shift from vehicle ownership to use.
  - 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 (take into account '**unusual**' **transport modes**, e.g. lifts, inland waterways, cableways, escalators) and detect synergies with “classical” transport offer.
  - Strengthen the **interoperability** of energy efficient infrastructure system, e.g. alternative fuels infrastructure (long-distance rail and e-mobility).

# Recommendation – assessment frameworks

- To set-up a clear **Monitoring and Evaluation Plan** that describes baseline, objectives, planned activities and resources.
- Apply **multi-criteria assessment tools** (e.g. stepwise approach)
- Define „your“ **key performance indicators**
- Close especially input data gaps, consider monetisation methodologies
- Develop/ promote **data-driven, multi-stakeholder** assessment instruments and methods



# Recommendation – knowledge transfer

- Provide a clear **strategy for exchange and knowledge transfer** from one urban node to the others.
  - **There are a good practices** (integrated planning processes for multimodal transport, stakeholder integration, use of different funding sources e.g. in Helsinki, Frankfurt, Paris) but they are isolated and not part of a transfer / replication strategy.
  - **Urban nodes concept should be integrated more prominent** in the dedicated annual TEN-T event (TEN-T Days).
  - There is **no indication of a coordination** of urban policies/technology development within single corridors .



# Recommendation – systematic exchange

- Initiate **systematic exchange on effective measure identification** among urban node stakeholders:
  - **Create/use existing platforms** of exchange and good practices.
  - Use **dedicated events or most impacting conferences** on urban mobility (SUMP conference, CIVITAS Forum, ECOMM etc.) for urban nodes best practice exchange and knowledge transfer.
  - Develop **systematic replication and take-up strategies**, including funding provisions.

# Recommendation – urban dimension

- Support deeper **integration of TEN-T perspective into urban/ regional policy-making**
  - **SUMP development:** how can EU/national policies be considered in local SUMPs?
  - Foster an „**urban TEN-T dialogue**“ on corridor and EU level
  - Focus more on **TEN-T – urban win-wins** (e.g. coordinate corridor-specific development of technology deployment, for example alternative fuelling infrastructure)

# Recommendations – summary

- Facilitate “Integration” as a key concept of further development of the urban dimension of the TEN-T, with
  - Packages of measures (infrastructure and policies)
  - Policy elements of EU, national, regional, local levels
  - (Multi-)Stakeholders representative of key policies/levels
  - Coordination within corridors
  - Systematic knowledge exchange and replication strategies

# Finding – information on technical approaches / outputs in sub-activities and on justification of costs are missing

- **Difficult to judge the appropriateness of work plan**
  - Explanations on activities lack information on overall approach (no work package structure), SMART goals and responsibilities/roles.
- **Difficult to judge the appropriateness of costs**
  - Explanations on major single cost items are missing (or hard to assess from financial forms).

**Tip:** Provide a work plan with work package structure, milestones, deliverables and (quantitative) outputs etc. and justify major cost items in text (not only in financial form).

# Finding – integrated planning and (ex-ante) impact assessment are missing

- **Planning process**

- Not all urban nodes have went through a SUMP process.
- There is little evidence of SUMP/local plans influencing the TEN-T measures.

- **Impact assessment**

- Even though evaluation/impact assessment is required (e.g. through CBA) it does not mirror the urban policy goals comprehensively.
- Data on monetary benefits are very patchy .
- **Tip:** Provide a sound monitoring & evaluation plan incl. indicators and a baseline (ex-ante evaluation of local situation) to show impact potential.

# Finding – critical information like risks description, gantt/pert charts and maps are missing

- **Risks**
  - Risks were inadequately addressed (there are not “no” risks in these kind of proposals and investments!); a more detailed description incl. mitigation plans should be provided.
- **Gantt/pert charts**
  - Even though requested as annex, these charts were often missing or “not easy to digest” annexes.
- **Maps**
  - Even though requested, maps identifying clearly the geographic context and impact area were often missing.

**Tip:** Provide risk tables, gantt/pert charts and also maps already in text and not only in annexes.

# Finding – compared to other EU programmes CEF proposals showed low standards for communication and dissemination activities

- **Communication**

- Often unclear how and to which target group(s) results of the projects will be communicated and
- how in practice stakeholders could learn from “best practice” and a systematic exchange will take place.

- **Dissemination**

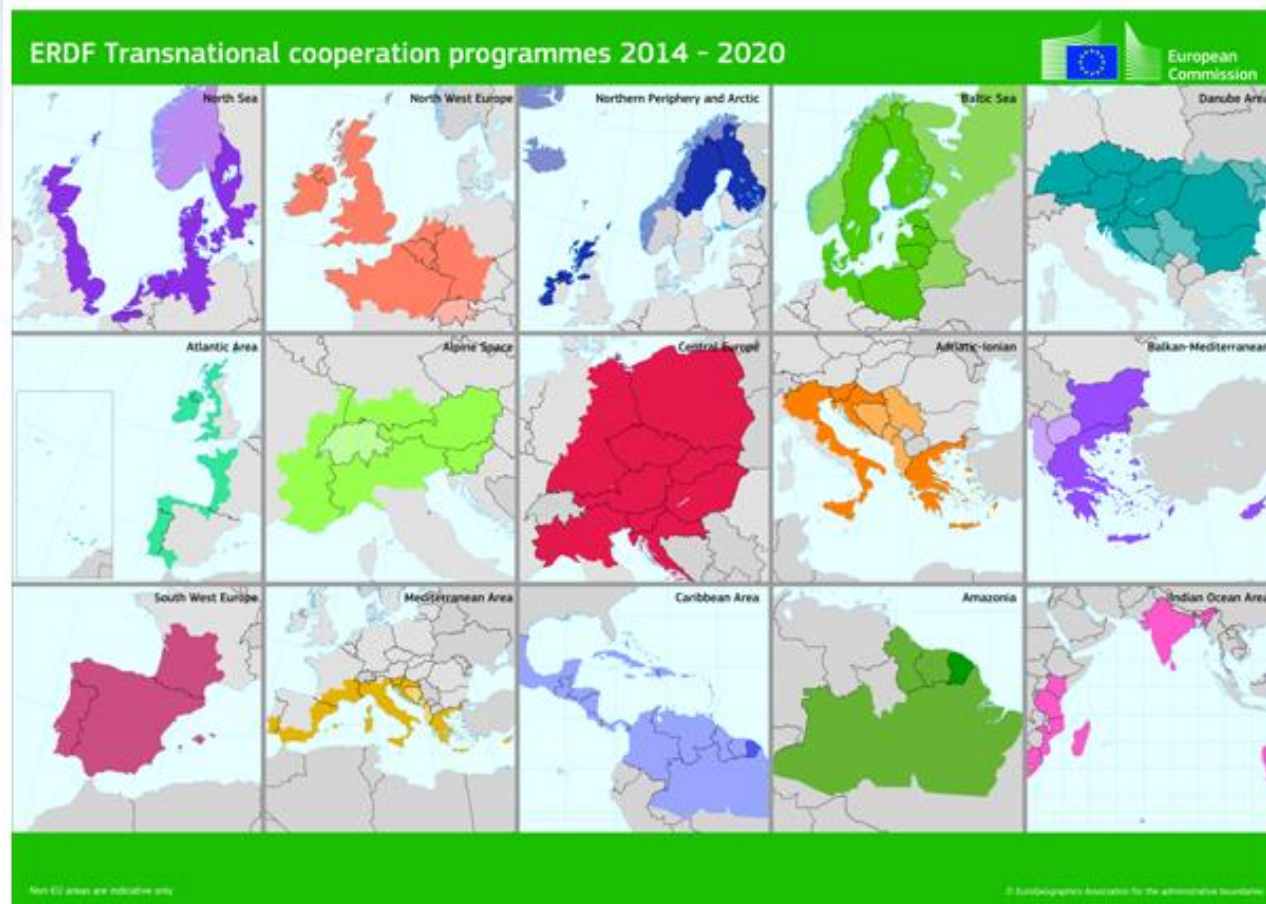
- No link to urban mainstream activities like CIVITAS, SCC or Eltis platform (but: urban nodes should become more prominent in these initiatives, too!).

**Tip: It's public money!** Include a communication and dissemination strategy and provide information on non-expert level.



# EU funding for urban nodes in Interreg Vb

- 15 Transnational – Interreg V-B programme areas covering larger areas of co-operation such as the Baltic Sea, Central Europe etc.



## Programme budget:

- EUR 2.1 billion

## Project budgets:

- 2.0 to 5.0 Mio € (EFRE)

# EU funding for urban nodes in Interreg Vb

- Interreg is based on 11 investment priorities contributing to the delivery of the Europe 2020 strategy for smart, sustainable & inclusive growth.
- Integrated regional/urban perspective („functional urban area“)
- Funding quotes (depending on programme area) from 60% to 85% (and 100%, based on national co-funding, e.g. in Italy)



# EU funding for urban nodes in Interreg Vb

## Examples:

- **North-West Europe:**

- involves IE, UK, BE, LUX, CH and parts of FR, DE and NL.
- Specific objective: implementation of transnational low-carbon solutions in transport systems.

- **Central Europe:**

- involves PL, SK, SL, HR, CZ, HU, AT and parts of DE and IT.
- To improve planning and coordination of regional passenger transport and freight systems for better (low-carbon) connections to national and European transport networks.

# EU funding for urban nodes in Interreg Vb

## Examples:

- **Danube region:**

- involves AT, BG, HR, CZ, HU, RO, SL, SK and parts of DE.
- Better connected and energy responsible Danube region:  
Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas.

- **North & Baltic Sea regions:**

- Particular interest in low-carbon/energy-efficient port-hinterland connections.

# Thank you for your attention!

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