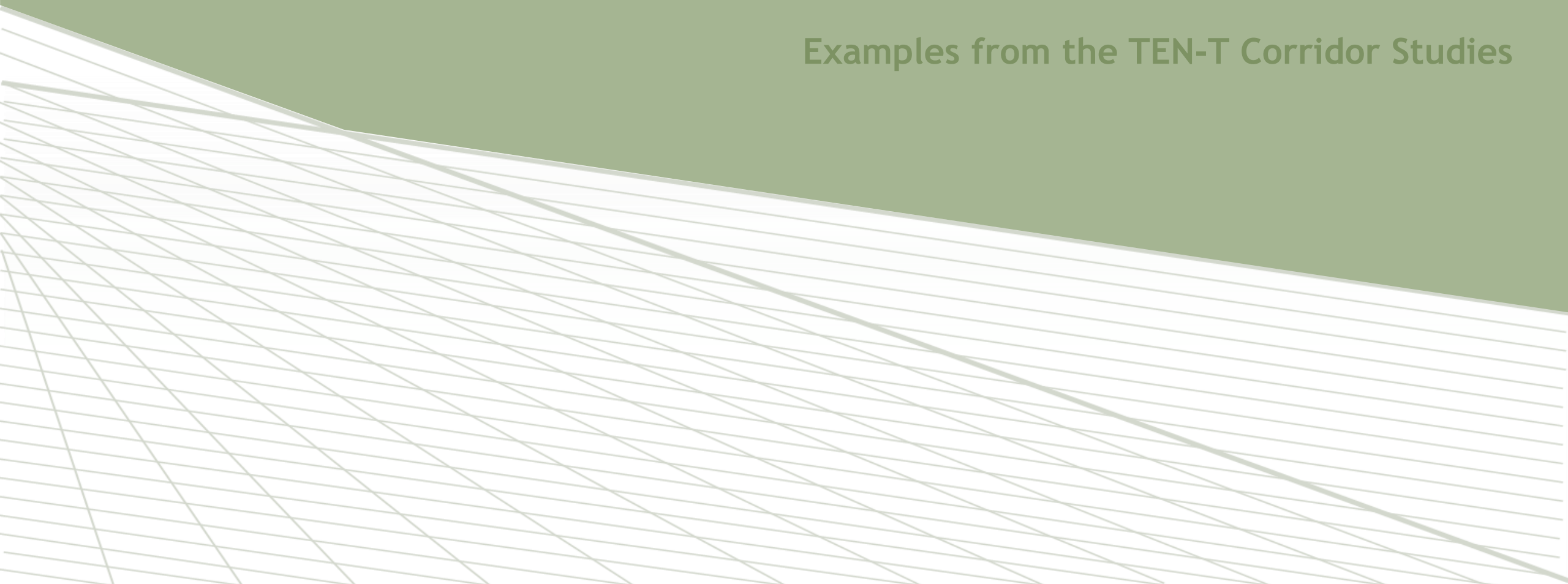


ISSUE PAPER 1
URBAN NODES: BETTER INTEGRATING LONG-DISTANCE AND
URBAN TRANSPORT

Examples from the TEN-T Corridor Studies



Urban nodes of the core network: identification and provisions

TEN-T Regulation 1315/2013

❑ Identification of the core network (Arts. 38 and 40)

- High strategic comprehensive infrastructure, including rail, road, IWW links and MoS
- Core urban nodes and their ports and airports
- Core transport nodes - Maritime and IWW Ports, Rail-Road Terminals, Airports
- Border crossing points to neighbouring countries

❑ Common provisions on urban nodes (Art. 30)

- Ensure interconnection between the rail, road, IWW, maritime and air infrastructure
- Enhance the *transfer* of passengers and *transshipment* of freights
 - Between transport modes - *supporting multimodality*
 - Within transport modes - *turning long-distance into local, metropolitan and regional flows*
- Mitigating the impact of long-distance flows on metropolitan/urban areas (i.e. cities, towns, suburbs)
- Promoting low-noise and low-carbon *green* logistics

Core urban nodes identified by Reg. 1315/2013

The example of the Baltic-Adriatic Corridor

	Core Network	Baltic-Adriatic Corridor
Number of Core Urban Nodes	88	13
Inhabitants	57 over 500,000; 21 over 1 million	7 over 500,000; 2 over 1 million
Capital cities	28	4 (Warszawa, Bratislava, Wien, Ljubljana)
Core Maritime City Ports	40	3 (Gdańsk, Szczecin, Venezia)
Core IWW City Ports	27	2 (Wien, Bratislava)
Location of Core RRTs	61	12 (all except Venezia)
Location of Core Airports	80	13



Main categories of identified challenges: physical elements

Baltic-Adriatic Corridor: 68 projects, totalling € 9.3 billion - 12% of the project list budget

Availability, standards and capacity of the corridor links crossing urban nodes (last mile sections)

- 22 rail and 7 road projects totalling € 3.2 billion

Standards and capacity of the of rail and road links interconnecting the corridor with a core transport node (last mile connections)

- 3 rail and 6 road last mile connection projects to airports, totalling about € 850 million

Infrastructure solutions to mitigate the negative effects of long distance traffic along the corridor transiting urban areas, including corridor rail and road bypasses (environmental mitigation measures)

- 2 rail and 7 road bypasses, totalling € 3.8 billion

Improvement of multimodal interconnections, i.e. projects relating to regional and suburban railways and transit systems directly interconnecting to a station from where services are operated towards other core urban nodes (core urban node projects) and ICT/ITS solutions

- 15 rail, 2 road and 4 transit system projects, totalling € 1.4 billion

❑ 23 projects totalling 2.1 € billion relate to last mile connections of ports (20) and RRTs (3) in urban areas inside and outside core urban nodes

❑ 18 projects totalling 2.4 € billion concern the last sections of the corridor links (e.g. stations and junctions) in urban areas outside core urban nodes

Main categories of identified challenges: telem. app, innovation, sustainability

Results of the Baltic-Adriatic Corridor Study

- ❑ Interconnections between different transport modes and sustainable transport solutions including

- P&R, ICT, ITS solutions

Measures	Availability
Park/bike and ride facilities	9 out of 13 nodes
Integrated Ticketing at urban level	All 13 nodes
Integrated Ticketing at metropolitan/regional level for buses	12 out of 13 nodes
Integrated Ticketing at metropolitan/regional level for buses/rail	11 out of 13 nodes
ICT real time information for public transport services	All 13 nodes
ICT real time information for parking	11 out of 13 nodes
ITS systems for road traffic management	10 out of 13 nodes

- Clean fuel or other sustainable transport and mobility solutions

Fuel type	Availability
Electric	All 13 nodes
Hydrogen	1 (not open to public)
CNG	11 out of 13 nodes
LNG for road transport	1 out of 13 nodes
LPG	11 out of 13 nodes
Biofuels	1 out of 13 nodes

Solutions	Availability
Car sharing	8 out of 13 nodes
Bike sharing	10 out of 13 nodes
Sustainable Urban Mobility Plan (approved)	11 out of 13 nodes
Green/urban logistics delivery solutions	5 out of 13 nodes

- ❑ Sustainable freight transport is an area requiring further consideration for development on BAC

Considerations for a better integration of long-distance and urban transport

Corridors to support growth and cohesion at all territorial levels

- ❑ Nearly 80% of EU airport passenger traffic is registered at the 80 core city airports
 - Airports located in over 30 core urban nodes generate more than 10 million pax
- ❑ Over 20% of the EU sea pax traffic (excl. cruises) use core city ports; 17 ports register over 1 million pax
 - 5 home cruise ports with more than 500k pax, of which 2 with over 1 million pax
- ❑ More than 40% of the EU sea freights are handled by core city ports
- ❑ Over 50 core nodes are served by high speed railway services
- ❑ Core urban and transport nodes are collectors and distributors of long-distance traffic in:
 - Urban areas, functional urban areas, regions

Urban and regional transport infrastructure	System availability on BAC	Interconnection with BA Corridor Nodes		
		Railway station	Airport	Port
Underground metro	Warszawa, Wien	Warszawa, Wien		
Regional/suburban railways	All nodes	All nodes	Warszawa, Gdańsk, Szczecin, Ostrava, Wien	Gdańsk, Szczecin
Tramway / Light Rail / Other fixed links	All except Ljubljana	All except Ljubljana		Gdańsk, Szczecin, Bratislava, Venezia
Waterways services	Gdańsk, Venezia	Venezia	Venezia	Venezia

Making best use of the core network corridor approach

Consolidate synergies for more and sustainable accessibility between corridors, regions, urban nodes

- ❑ **Urban nodes are a prominent area of the EU policies, programmes and actions**
 - DG REGIO - (Structural Funds), DG MOVE (TEN-T, Urban Mobility Package, ...)
 - CIVITAS Forum Network, ELTIS urban mobility observatory (...)
- ❑ **The Baltic-Adriatic Corridor activities in 2015-2017**
 - 4 Macro-regional strategies and regions members of the CF (DG REGIO, TENtacle are also invited)
 - WG of Regions and Urban Nodes, involving regions macro-regional strategies and core urban nodes
 - Issues papers and flagship project on urban nodes to implement TEN-T policy together with EU policies
 - Improvement of the interconnection of the urban nodes = priority of BAC Work Plan
 - However the involvement of the core urban nodes/regions presented some difficulties
- ❑ **Work plan 2018 foreseen activities for the development of the urban nodes**
 - Continuation of the WG of regions, urban nodes and macro-regional strategies
 - Monitor the implementation of the multimodal development and interconnection of urban nodes
 - Monitor progresses/results in the implementation of flagship project on urban nodes

Flagship project as a concrete action to implement a TEN-T integrated policy

Enhance passengers' transfer hubs in urban nodes along the corridor(s)

- ❑ The flagship project may include up to 3 different possible elements

Land use and infrastructure solutions

- Development or improvement of direct interconnections between core transport nodes and the rail and coach stations along the corridor, by means of high capacity rapid transit systems (i.e. fixed links, dedicated bus lanes, etc.).

Intermodal operations and information provision

- **Information strategies** and technologies to improve the performance of transfer operations at interchange stations and centres, between different modes and urban transport solutions (motorised and non-motorised, public and/or private), including provision of information on passengers' rights and services and travel solutions for PRM

Governance and management solutions

- Establishment of temporary or permanent consultative, concertation or management bodies for the planning, monitoring and provision of integrated and multimodal services, including MaaS solutions along the corridor(s)



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