

3.1.1. *Actions implementing transport infrastructure in nodes of the core network, including urban nodes*

General objectives

In the TEN-T context, urban nodes often are the starting point or the final destination ("first mile" or "last mile") for passengers and freight moving on the network. On urban nodes, changes within or between different transport modes occur. Urban nodes are a priority as:

- they may impact the effectiveness of the network, especially when characterized by bottlenecks or missing links for integrated transport connections;
- high potential impact on life quality, including negative externalities of the trans-European traffic flows (emissions, noise, congestion, safety) and opportunities (quality public space and behaviour change).

This priority aims to address actions consistent with Article 30 of the TEN-T Guidelines, in order to better integrate long-distance transport with the urban traffic system. Such actions should ideally build on the EU policy on sustainable urban mobility and especially the Urban Mobility Package.

The policy focuses on: increasing multi-modality (use of a mix of transport modes for one journey), including urban-regional linkages, sustainably shifting from cars to softer modes (public transport, cycling, walking) for freight and/or passengers, shifting from fossil to alternative fuels and improving road safety.

Actions aiming at designing and/or implementing replicable good practices to contribute to such policy may be given priority, with particular focus on relevant infrastructures.

Only actions located in urban nodes listed in Annex II part 1 of the TEN-T Guidelines and those listed in Annex II part 2 of the TEN-T Guidelines which are located on a Core Network Corridor may be funded

Specific objectives

Proposed actions may include works to address the following issues:

- The identification of missing links and/or bottlenecks within and between transport modes of the TEN-T in urban nodes, with consequent proposal of viable solutions addressing the issue in the short, medium and long term. Urban bypasses are included as long as associated to transport aspects such as multimodal and enhanced public transport services;
- The identification of missing links and/or bottlenecks in the connection between the trans-European and the urban parts of journeys, with consequent proposal of viable solutions addressing the issue in the short, medium and long term.
- Concepts increasing multi-modality, enhancing multi-modal transport solutions and seamless connection (including particularly public transport, integration of terminals into wider urban logistic chains, active modes) for freight and/or passengers, shifting from fossil to alternative fuels and/or improving road safety.

This includes (not exhaustive): alternative fuels infrastructure and/or wider system solutions and services, hubs for (alternatively fuelled) public transport and their integration into wider multi-modal transport solutions, public transport optimisation (for

example through segregated lanes), development of bikes and cargo-bikes transport patterns, low-noise and low-carbon urban freight delivery (including through transshipment facilities between long-distance and urban transport), car-sharing and ride-sharing schemes, better use of public space, etc.

Where relevant, integration with Sustainable Urban Mobility Plans, including aspects of their development and implementation, should be part of the proposed actions.

Identification of sustainable business models and enhanced financing solutions, involving different stakeholders where viable, are welcome.

A combination of proposed actions is welcomed, leading to projects seeking to advance large-scale and integrated solutions for multi-modal transport solutions and seamless connection.

Road bypasses are not in the scope of this priority unless they are associated to transport aspects such as multimodal and enhanced public transport services.

Furthermore, the eligible costs of mobile equipment must only relate to the financial difference between a conventional solution and the use of a new technology (e.g. the additional financial effort between diesel propulsion and a fuel-cell hydrogen propulsion). It shall be evaluated individually and applicant(s) shall provide thorough financial information substantiating the unit costs presented.

The mobile equipment supported by the grant component must remain for at least 5 years registered and operated in a Member State.

The capping for mobile equipment is waived for this call to facilitate/accelerate (mass) market roll-out. However, applicants should always describe in detail which infrastructure will be used to support the roll-out, regardless whether support is requested, or not, in their proposal to this call.