

3. OBJECTIVES PURSUED BY THIS WORK PROGRAMME AND THE FUNDING PRIORITIES:

3.3 Priorities for the objective of optimising the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures

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

Priority open to all Member States

General objectives

Article 30 of the TEN-T Guidelines sets out the areas of action in urban nodes which directly contribute to enhancing transport flows along European or inter-urban connections, both for passengers and freight. Within this framework, this priority aims at promoting action along the multi-modal core network corridors – coordinated amongst relevant players – which makes vital contributions to the achievement of the overall corridor objectives. Such action may, for example, lead to significant CO₂ pollutant and noise reduction (with urban areas standing for a major share of the overall emissions from transport) or enhancing service quality levels (travelling time, travelling comfort, safety, etc.).

Interconnecting the intermodal points in urban areas is a priority in order to ensure smooth last mile connections. In this respect, studies may be funded which aim at identifying the most appropriate solution from a technical, economical and organisational perspective. For the implementation of such concepts, promoters are also encouraged to draw on the possibilities of innovative financial instruments under the European Fund for Strategic Investment (EFSI), especially when infrastructure beyond the scope of Chapter II of the TEN-T Guidelines is concerned (e.g. "light rail" concepts).

With regard to airport connections, in accordance with article 41.3 of the TEN-T Guidelines, airports marked by an asterisk in Annex II.2 of Regulation 1315/2013 are only eligible for actions ensuring a rail connection. The interconnection of the other airports cited in Annex II.2 of Regulation 1315/2013 and the other intermodal nodes of the urban area are also eligible when ensured by other transport modalities. This also applies to airports already connected by rail.

Under this priority actions related to the goals set out in Article 30 of the TEN-T Guidelines, associated with the development of the core network corridors as set out in Chapter IV of the TEN-T Guidelines, are addressed.

Specific objectives

The development and integration of urban nodes within the TEN-T corridor approach shall be promoted through studies, pilot actions and deployment/implementation, with a particular focus on the following areas:

- Complementarity between TEN-T action for long-distance and urban traffic;

- Addressing "physical" bottlenecks and missing links within and between transport modes of the TEN-T in urban areas;
- Promoting the seamless connection between TEN-T long-distance and urban / regional traffic (e.g. establishing quality standards, integrated planning);
- Promoting information and traffic management systems at the interface in support of seamless connection between long-distance and urban/regional traffic for both passengers and freight;
- Actions that will support the deployment of a smart alternative fuels infrastructure for road transport at urban nodes, contributing to a transnational deployment;
- Promoting the early-market introduction of solutions for vehicles powered by clean fuels as well as low-noise and low-carbon urban freight delivery, including through transshipment facilities between long-distance and urban traffic.

Proposed Actions under this priority shall include:

1. Studies along core network corridors¹ or significant parts thereof.

Studies shall involve an adequate number of core network nodes which extend over a specific core network corridor and are located in as many Member States as possible along this Corridor. They should address concrete ways for core network nodes (i.e. nodes covered by Annex I of the CEF Regulation) to contribute to the overall development of the corridor concerned. In particular, studies should involve: analyses of the states-of-play and, on this basis, development of integrated strategies, action plans or recommendations for improvement. They may cover aspects related to traditional ("physical") infrastructure, information and traffic management, organisation and governance and address notably the following issues:

- The identification of missing links, bottlenecks and other barriers within and between transport modes of the TEN-T (also including connections with coach terminals) in core network nodes, and the proposal of viable solutions for resolving them in the short, medium and long term;
- The identification of missing links, bottlenecks and other barriers in the transfer between the trans-European and the urban legs of TEN-T journeys, and the proposal of solutions on how to address them. Proposals on how to link the development and implementation of Sustainable Urban Mobility Plans² and TEN-T implementation would be very welcome in this context;
- Interrelations between infrastructure development along corridors (outside urban areas) and the development of TEN-T issues within cities, mutual spill-over effects and their impact. Studies related to urban bypasses may only be funded if (i) associated to multimodal / public transport components and (ii) located in a Cohesion country;

¹ Core network corridors as identified in annex 1, part 1, of the CEF Regulation.

² See COM(2013)913 final.

- Concepts for passengers' and freight transport aiming at improved ambient air quality or reduced exposure to harmful levels of noise.
 - Concepts increasing multi-modality, shifting from cars to softer modes (public transport, cycling, walking), shifting from fossil to alternative fuels and/or improving road safety. This includes (not exhaustive): public transport optimisation (for example through segregated lanes), development of bikes and cargo-bikes, alternative fuels infrastructure and/or solutions & services, low-noise and low-carbon urban freight delivery (including through transshipment facilities between long-distance and urban transport), car-sharing and ride-sharing schemes etc.
2. Works/studies with pilot activities to test and validate novel approaches, within the core network corridor context, addressing:
- The full range of issues addressed in point 1.
 - Alternative fuels infrastructure for road transport in urban nodes, early market introduction of solutions for vehicles powered by alternative fuels.
 - Low-noise and low carbon urban freight delivery, including through transshipment facilities between long-distance and urban traffic.
3. Preparatory studies (technical, environmental, etc.) for infrastructure connections within / between modes in individual Core Network nodes, included in Annex I, Part I of the CEF Regulation. This may, for example, include studies to prepare for the construction of rail-air, rail-rail, rail road, air-road or rail-maritime links or of urban bypasses.