Urban nodes of the core network

CEF Transport Blending call 2017
Info Day – 27 February 2017

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Funding urban nodes' projects

1. Urban nodes in the context of TEN-T policy

2. Linking long-distance transport with urban mobility objectives and promoting sustainable and clean transport

3. The urban nodes priority (budget, eligibility, priorities)

4. Q & A
1. Urban nodes in the context of TEN-T policy are:

- The origin and/or destination of most long-distance trips and a place where majority of related challenges (congestion, air quality...) persist – thus the need to invest more in urban nodes

- Locations of major transport nodes (maritime and inland ports, airports, other terminals)

- Interfaces of long-distance and local/regional transport; calling for innovative, sustainable, efficient and high-quality solutions
1. Strengthening urban nodes as integral parts of TEN-T Corridors

- The ongoing studies, which analyse the 9 Core Network Corridors, include urban nodes as integral parts (current status and "gaps")

- Projects (missing links, interfaces) and good practice cases are identified and discussed at different governance levels, e.g. in corridor working groups

- European Coordinators presented the issue paper on "Effectively integrating urban nodes" in the TEN-T in June 2016
The node

Source: City of Vienna
2. Linking with urban mobility objectives

Transport White Paper (2011) – in progress

2 out of the 10 goals are urban:

- Halve the use of conventionally fuelled cars in urban areas by 2030, phase them out by 2050
- Achieve CO2-free city logistics in major urban centres by 2030

Urban Mobility Package (Dec 2013) – in progress

- Commits to reinforced EU support for local action on urban mobility (2014-2020 financial programming period)
- Gives help for cities to develop Sustainable Urban Mobility Plans (http://www.eltis.org/mobility-plans/mobility-plan-support)
- Gives recommendations for coordinated action in: Urban logistics, Urban access regulations, ITS deployment in urban areas, Urban road safety

Cities to decide on the best mix of measures: walking, cycling, public/shared transport, cargo-bikes, alternatively fuelled cars/buses etc.
2. Linking with clean transport objectives:

**Directive 2014/94/EU on the deployment of alternative fuels infrastructure**

- Adopted Oct 2014
- **Urban areas:** appropriate coverage of electric recharging stations and CNG refuelling stations by end 2020

- Member States: national policy frameworks
  Nov 2016
- European Alternative Fuels Observatory: [www.eafo.eu](http://www.eafo.eu)
  March 2016

<table>
<thead>
<tr>
<th>DEPLOYMENT OF ALTERNATIVE FUELS INFRASTRUCTURE</th>
<th>DATE</th>
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<tbody>
<tr>
<td>Electric vehicles recharging points – Urban agglomerations</td>
<td>2020</td>
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<tr>
<td>CNG - Urban agglomerations</td>
<td>2020</td>
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<tr>
<td>CNG - TEN-T Core Network</td>
<td>2025</td>
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<tr>
<td>Hydrogen</td>
<td>2025</td>
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<tr>
<td>LNG - Heavy duty vehicles</td>
<td>2025</td>
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<tr>
<td>LNG - Maritime ports</td>
<td>2025</td>
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<tr>
<td>LNG - Inland Waterways</td>
<td>2030</td>
</tr>
<tr>
<td>Shore-side electricity</td>
<td>2025</td>
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</tbody>
</table>
2. Linking with clean transport objectives: how to promote clean (public) transport in cities?

Currently: **Clean Vehicle Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles**

- Aimed at creating favourable market conditions for procurement of clean vehicles
- Lifetime impacts for purchase decisions:
  - Energy consumption; CO2 emissions;
  - Pollutant emissions (NOx, NMHC, PM)
- Review announced in the Energy Union for 2017
2. Linking with integrated intelligent transport objectives: how to promote innovative ITS solutions transport in cities?

Currently: **ITS Directive 2010/40/EU** on the deployment of Intelligent Transport Systems

- Framework for the coordinated and effective deployment and use of Intelligent Transport Systems
- Develop specifications necessary to ensure the compatibility, interoperability and continuity for the deployment and operational use of ITS for priority actions. Most relevant for urban nodes
  - A: EU-wide Multimodal Travel Information Services (final stages before adoption)
  - B: EU-wide Real-Time Traffic Information Services (adopted)

- **Urban ITS Standardisation Mandate** adopted to support implementation of the two delegated regulations
# 3. The call: budget

<table>
<thead>
<tr>
<th>Call</th>
<th>Budget</th>
<th>Threshold</th>
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<tr>
<td>General</td>
<td>10 m€</td>
<td>Min total eligible costs = 10 m€</td>
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3. Eligible urban nodes

- **Geographic eligibility**: Only actions located in urban nodes listed in Annex II *part 1* of the TEN-T Guidelines and/or those listed in Annex II *part 2* of the TEN-T Guidelines which are located on a Core Network Corridor may be funded.
3. Eligible urban nodes

ANNEX II

LIST OF NODES OF THE CORE AND COMPREHENSIVE NETWORKS

1. Urban nodes of the core network:

BELGIUM

Antwerpen

Bruxelles/Brussel

BULGARIA

Sofia

CZECH REPUBLIC

Ostrava

Praha

DENMARK

Aarhus
3. Eligible urban nodes

Annex II Part 2

2. Airports, maritime ports, inland ports and rail-road terminals of the core and comprehensive network

Airports marked with * are the main airports falling under the obligation of Article 41(3)

<table>
<thead>
<tr>
<th>MS</th>
<th>NODE NAME</th>
<th>AIRPORT</th>
<th>MARITIME PORT</th>
<th>INLAND PORT</th>
<th>RRT</th>
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<tbody>
<tr>
<td>BE</td>
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<td>Albertkanaal</td>
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<td>Core</td>
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<td>Antwerpen</td>
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<td>Athus</td>
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<td>Core</td>
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<td>Avelgem</td>
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<td>Bruxelles/Brussel</td>
<td>Core</td>
<td>Core</td>
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<td>(National/Nationaal)*</td>
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<tr>
<td></td>
<td>Charleroi</td>
<td>Compr.</td>
<td></td>
<td>Compr. (Can.Charleroi -Bruxelles), Compr. (Sambre)</td>
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<td>Gent</td>
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<td>Grimbergen</td>
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<td>Kortrijk</td>
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<td>Core</td>
<td>Core (Bossuit)</td>
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3. Scope and type of funding possibilities

• **Scope**: Actions covered by article 30 of the TEN-T Guidelines

• **Type of actions**: only works, cofunding rate = 20 %
3. Specific objectives of the call

Action addressing:

- Physical bottlenecks and missing links between transport modes in the urban area

- Seamless connection between the TEN-T long-distance transport and the urban transport (for example through integrated planning, through quality standards etc.)

- Multi-modality, shift to more sustainable mode, shift to alternative fuels and enhance the integration of long-distance and urban transport
3. Urban nodes – specific conditions for mobile equipment

- Must remain for at least 5 years registered and operated in a Member State
- Only the financial difference between a conventional solution and the use of a new technology
- No capping (compared to "traditional" call)
INEA-CEF-Transport-calls@ec.europa.eu

http://ec.europa.eu/inea

@inea_eu

Look for INEA!

Thank you!