Urban nodes of the core network


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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 call (budget, eligibility, priorities)
4. Q & A
1. Urban nodes in the context of TEN-T policy are:

- The origine and / or destination of most long-distance trips
- 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
- Therefore: amongst the CEF funding priorities, notably for missing TEN-T connections, interfaces and innovative / sustainable 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 discussed at different governmental levels, e.g. in corridor working groups

- CEF call: to help strengthening synergies and enhancing overall sustainability along corridors
The node

Source: City of Vienna
Traffic Hub

Vienna Main Station

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, cleaner, 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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<td>CNG - TEN-T Core Network</td>
<td>2025</td>
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<td>Hydrogen</td>
<td>2025</td>
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<td>LNG - Heavy duty vehicles</td>
<td>2025</td>
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<td>LNG - Maritime ports</td>
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<td>LNG - Inland Waterways</td>
<td>2030</td>
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<tr>
<td>Shore-side electricity</td>
<td>2025</td>
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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
- Impact assessment process to start in 2016
3. The call: budget and funding rates

<table>
<thead>
<tr>
<th>Call</th>
<th>Budget</th>
<th>Co-funding rate</th>
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<tr>
<td>General</td>
<td>40 m€</td>
<td>20 % works</td>
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<td></td>
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<td>50 % studies</td>
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<td>Cohesion</td>
<td>20 m€</td>
<td>85 %</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 those listed in Annex II part 2 of the TEN-T Guidelines which are located on a Core Network Corridor may be funded.
3. Scope and type of funding possibilities

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

- **Type of actions**: works, study (incl. technical studies such as feasibility, design, EIA, CBA) and/or deployment of pilots
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.)

- Development of concepts to increase 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 be secondary to the infrastructure-related part of the action
- Ceiling max: 10% of total eligible costs
- Only the financial difference between a conventional solution and the use of a new technology
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