Nodes of the Core Network

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TEN-T Guidelines

• Article 3 – Definitions

• 'urban node' means an urban area where the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around an urban area, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic.
TEN-T Guidelines

Article 30 – Urban Nodes

When developing the Comprehensive Network in urban nodes, Member States shall, where feasible, aim to ensure:

(a) for passenger transport: interconnection between rail, road, air and, as appropriate, inland waterway and maritime infrastructure of the comprehensive network

(b) for freight transport: interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure of the comprehensive network

(c) adequate connection between different railway stations, ports or airports of the comprehensive network within an urban node

(d) seamless connection between the infrastructure of the comprehensive network and the infrastructure for regional and local traffic and urban freight delivery, including logistic consolidation and distribution centres

(e) mitigation of the exposure of urban areas to negative effects of transiting rail and road transport, which may include bypassing of urban areas

(f) promotion of efficient low-noise and low-carbon urban freight delivery
Main political drivers

- Directive for the deployment of alternative fuels infrastructure (2014)
  National plan for the deployment in urban areas for CNG refuelling points and electric recharging points by 2020

- 2011 Transport White Paper - Two "urban" goals
  - Phase out the use of conventionally fuelled cars in cities by 2050
  - Towards "zero emissions" city logistics in major urban centres by 2030

- Urban Mobility Package (2013)
  Promotion of Sustainable Urban Mobility Plans (SUMPs)
  - Urban Logistics
  - Urban ITS
  - Urban access regulations
  - Urban Road safety
TEN-T Dimension

Importance of urban dimension
- 80% of EU GDP is generated in urban areas
- 73% of EU population live in urban areas

First and last mile

Most passenger journeys start and end in urban areas e.g. links to stations and airports, journey planning, ticketing, information, assistance, people with special needs

Urban freight is often part of international/national supply chains – first and last mile disproportionally expensive
TEN-T Dimension

• Through journeys across urban areas

• Links between corridors
  • Passengers – infrastructure, services, information, tickets
  • Freight – infrastructure, ICT

• Links between modes
  Passengers – infrastructure, information, tickets, facilities, liability
  Freight – logistics centres, integrated services
TEN-T Dimension

Not only integration of physical infrastructure – but also

- Levels of government
- Neighbouring administrative districts
- Public and private actors
- Modes
- Innovative procurement
Annual Work Programme

€25 million
Enhancing TEN-T related transport in urban areas
(not in Annex II of TEN-T Guidelines)

• Integrating TEN-T traffic in urban areas (last mile, transfer between modes)
• Integrated planning & organisation
• New concept for integration of urban nodes into TEN-T
• Interface between rail and road
Multi-Annual Work Programme

€50 million
Development and integration of urban nodes within the TEN-T corridor

- Seamless connection & complementary TEN-T long distance and urban/regional traffic
- Missing links between and within transport modes of the TEN-T in urban areas
- Information and traffic management systems for seamless connection between long distance and urban/regional traffic
- Deployment of alternative fuels transport systems (infrastructure, urban freight, vehicles)
AP Action types

- Missing links and bottlenecks between and within transport modes of TEN-T in urban nodes + proposing solutions
- Missing links and bottlenecks between TEN-T and urban. Link between SUMPb and TEN-T implementation (i.e. last mile) + impact
- Deployment/pilot on alternative fuels infrastructure + early market solutions for AF vehicles
- Deployment/pilot on sustainable urban freight delivery (incl. logistic hub for urban freight)
AP Action types

- Infrastructure connections within/between modes in urban nodes not covered by projects in Annex 1, Part 1 of the CEF Regulation
MAP Action types

- Essentially on full/part of TEN-T Corridors
- Includes physical infrastructure, traffic management, organisation and governance

**Content:**

- Missing links and bottlenecks between modes and/or transfer from/to urban areas, but in Core Network Nodes (Annex 2) + impact
- Deployment/pilot on alternative fuels infrastructure + early market solutions for AF vehicles
- Studies/pilot on sustainable urban freight delivery (incl. logistic hub for urban freight)
MAP Action types

- Infrastructure connections within/between modes in urban nodes (Annex 2) covered by projects in Annex 1, Part 1 of the CEF Regulation
## Actions eligible for funding

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<thead>
<tr>
<th>Studies</th>
<th>MAP</th>
<th>AP</th>
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<tbody>
<tr>
<td>Between /within transport modes</td>
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<tr>
<td>Between TEN-T &amp; urban areas</td>
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<td>Interrelations impact</td>
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<td>Passenger &amp; freight environmental concerns</td>
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## Actions eligible for funding

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<tr>
<td>AF infrastructure + early market solution for AF vehicles</td>
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<tr>
<td>Low noise &amp; carbon urban freight</td>
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<tr>
<td>Within/between modes</td>
<td>Annex 1</td>
<td>outside Annex 1</td>
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Contact and questions:

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