Hamburg – Policy Challenges in an Urban Node
Overview

Hamburg on the TEN-T Core Network

Some Facts about Hamburg

Major challenges for the City

Challenges relating to the Port of Hamburg

Hamburg’s Transport Policy – which Answers does it provide?

Input for Discussion
Hamburg on the TEN-T Core Network

**Hamburg:** At the crossroads of three TEN-T-Corridors: North Sea-Baltic Corridor, Orient-East Med Corridor & Scandinavian-Mediterranean Corridor, listed as core network node.
Some Facts about Hamburg

- Northern Germany, 100 km to the North Sea along the River Elbe
- One of the great hubs of the European economy with the third largest container port in Europe
- World’s third largest location for civil aircraft construction, a media city, a hub for logistics and transport.
- Hamburg is Germany’s leading international trading centre, with more than 36,000 trading companies and over 125,000 jobs in this sector.
Some more Facts about Hamburg

- Area: 755 km²
- Port area 74 km².
- ~80 km federal state motor highways, including a link to Scandinavia
- Inhabitants
  Hamburg: 1.8 million
  Metropolitan region: 4.3 million
- Inner city airport with 14.5 million passengers per year
- Inner city harbour with 9 mio. TEU per year
- Main train station: 170 national connections, 210 regional connections and 2,400 urban connections per day
Major Challenges for the City

- Hamburg is growing
- Number of commuters is (still) increasing: more than 300,000 commute into Hamburg on a daily basis
- Overall constant volume of motor traffic

- Congestion; conflicting use: freight traffic v. commuters
- Air quality often fails to meet legal limits

1.9 million in 2030

+ 10,000 flats each year
Challenges relating to Hamburg Port

- Significant increase in port-related freight expected
- Hamburg is Europe’s biggest railway port, but access from port to hinterland needs to be ensured
- Rail and other infrastructure – Hamburg faces bottleneck problems
- **Hamburg main station**: serious bottleneck for rail traffic
- Port related (freight) traffic affects urban areas (noise, air pollution)

16 Mio. TEU in 2030 (Seeverkehrsprognose)
Modal Split in the Port of Hamburg 2015 for TEU and tonnes

Millionen TEU

- Hinterlandverkehr: 5,6
- Transhipment: 3,2
- Gesamt: 8,8

Anteil der Verkehrsträger am Hinterlandverkehr: Binnenschiff *2,3 %

Millionen Tonnen

- Hinterlandverkehr: 100,9
- Transhipment: 36,9
- Gesamt: 137,8

Anteil der Verkehrsträger am Hinterlandverkehr: Binnenschiff *12,3 %

LKW: 56,7 %
Bahn: 41,0 %
LKW: 42,4 %
Bahn: 45,3 %
Hamburg’s Transport Policy – which Answers does it provide?

Accessibility essential:

- Bottlenecks: unbundling of traffic flows
- Traffic management and ITS-solutions
- Promotion of public transport and cycling
- Promotion of clean energy supply and clean vehicles
Strategic Mobility Planning in Hamburg

Ensure Hamburg’s accessibility

Strengthen the role of public transport

Continuous mobility planning

efficiently manage and link mobility

Re-think traffic and living spaces, E-mobility
The **Kattwykbrücke** as an example of a bottleneck – affecting three TEN-T-Corridors
The **solution** – the unbundling of traffic: **Neue Bahnbrücke Kattwyk**

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
Bottlenecks on Motorways and within Railway Nodes

Congestion risks on national motorways

Bottlenecks German railway system

Autobahnabschnitte mit gelegentlicher oder häufiger, kapazitätsbedingter Stauverkehr
Netz 2015, Verkehrsnachfrage 2025

- gelegentliche Stauverkehr (an mehr als 100 Stunden im Jahr)
- häufige Stauverkehr (an mehr als 300 Stunden im Jahr)
- heutiges Autobahnnetz und Investitionsrahmenplan 2011 - 2015 (RP) (laufende Vorbereitung)

BWVI bewegt!
Bottleneck Hamburg Main Station: S 4 extension
Bottleneck Motorway A 7: Extension and Covering

rd. 980 m
rd. 560 m
rd. 2.030 m

A 7 extension itself benefits from EIB support (PBI)
Air Quality: Promotion of emission-free vehicles by using electric buses
Air Quality: Public Transport in an Urban Node

Fahrgastzahlen von 2000 – 2014 in Mio. / Jahr

Air Quality: Opening Onshore Power Supply Altona

Co-financed by the European Union
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Bicycle Traffic in an Urban Node with a Port

- Walking and cycling are playing an increasingly important role in urban transportation.
- Port of Hamburg as „open port“ - infrastructure publicly accessible, e.g. via the port cycle route.

38 data points from cyclists in Hamburg, 1984=100%
Traffic Management: Hamburg’s Strategy on Intelligent Transport

Our Focus Areas

Advancement of Innovation

Information
Traffic Control / Routing
Intelligent Infrastructure
Maintenance + Operation
Intelligent Parking
Services / Payment
Intelligent Vehicles

Linked to each other

Data
Quality / Interoperability / Privacy
Traffic Management: smartPORT logistics

Goal: Increase the efficiency of the port as link in the supply chain:

→ Digitalization of the port industry

• The project **smartPORT logistics** addresses smart traffic and trade flow solutions
• SmartPORT logistics takes account of both economic and ecological aspects
• Special focus of the project on infrastructure, traffic flows and trade flows.

➢ Currently: **4 isolated control centers** for river, railways, roads, movable infrastructure

➢ Intermodal **Port Traffic Centre will** interlink modes of transport and make traffic on water, rail and road more efficient. The centre will process all traffic information collected in the Port of Hamburg and distribute it to users.

➢ Time slots for lorry traffic in the port area

➢ Intelligent Parking Scheme
Challenges on the European level:

- Cities require (technical, administrative…) **support for the setting up of platforms** to exchange policy approaches, best (and worse) practices related to urban nodes.

- TEN-T-policy should continue to focus on the removing of **bottlenecks** and key challenges (e.g. clean and alternative energy).

- EIB support is welcome; however, **EU grants** should also be sufficiently available in the future!
THANK YOU

www.hamburg.de/bwvi/mobilitaetsprogramm