Access to TEN-T Corridors and urban nodes

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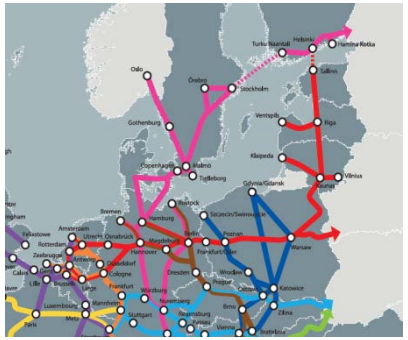
Helsinki Urban Node Regional Conference
Helsinki, 6-7 April 2016

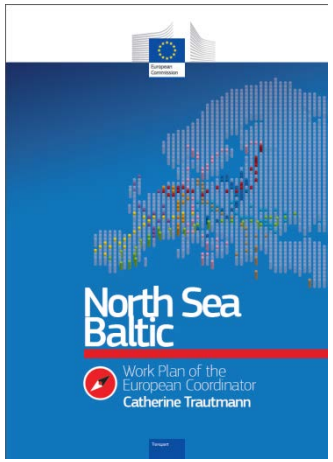
Transport

The North Sea-Baltic Core Network Corridor



- 8 Member States
- 17 urban nodes
- 16 airports
- 32 ports
- 17 RRT
- 8 border crossings

Work Plan of the North Sea-Baltic Core Network Corridor (May 2015)



- Work Plan sets out what needs to be done by 2030 to make the Corridor operational in compliance with the standards laid down in the Regulation about the TEN-T guidelines
- The Work plans set out the current status of the Corridor infrastructure, a schedule for removing physical, technical, operational and administrative bottlenecks, and an overview of the financial resources that could be used therefore.
- It is based on an extensive corridor study and project list, drafted in consultation with the members of the Corridor forum and working groups and constantly being updated.
- Urban nodes are one of the five top priority issues

NSB Corridor: high investment needs

- **291 investments** have been identified which would be needed for the development of the North Sea-Baltic Corridor until 2030
  - 122 railways projects,
  - 67 road projects,
  - 82 port and inland waterways projects,
  - 20 airports projects.
- Estimated total volume of investments of around **133 billion EUR** (at 2014 prices)
- **Prioritisation of investments** is of utmost importance and a competitive **planning and financing framework** needs to be set up

Multilevel governance and TEN-T

- Dialogue between institutions but also with the citizens, companies and civil society organizations is essential
- In the framework of the Corridor process, regular Corridor forum meetings are held, as well as special working group of the regions and of the ports
- Bottom-up projects and initiatives are complementary to the action at EU level – be it through Interreg projects, ad hoc conferences or other forms of dialogue

Role and challenges of urban nodes

- Urban nodes are connecting points linking different transport modes and types of traffic (long-distance and urban/regional transport)
- They are essential for the effectiveness of the European transport corridors as well as for regional development and social cohesion
- Urban logistics operations are part of national or international supply chains
- Congestions costs nearly 100 billion Euro, or 1% of the EU's GDP, annually and is to a great extent located in urban areas
- Urban nodes also face challenges relating to air and noise pollution, accidents, increasing demands and often protests from the citizens

Potential of urban nodes

- Urban nodes offer a great potential for economic development and spill-over effects
- Bearing in mind the potential synergies of European, national, regional and local transport flows, they usually provide excellent conditions for establishing value-added logistics services and multimodal platforms
- Good cooperation of cities and surrounding regions is needed to make traffic flows in urban nodes as efficient as they can be, to conceive and deploy relevant concepts and to generate mutual benefits
- Exchange of best practice can support the further development of innovative solutions for sustainable transport in urban nodes (also in the framework of Sustainable Urban Mobility Plans, Urbact III Network, Transport Research & Innovation Portal,...)

Issue paper on *"Efficiently integrating urban nodes"*

- Boost synergies between TEN-T infrastructure as well as urban mobility / urban development aspects, tackle the "urban bottlenecks"
- Strengthen cooperation at all governmental levels, raise awareness and fully deploy the benefits resulting from integration of nodes in the wider corridor perspective
- Make full use of innovative and decarbonisation potential, enabling multimodality
- Integrate TEN-T in the respective urban realities

Support from the CEF (Connecting Europe Facility)

- CEF 2014 and 2015 calls included a dedicated call priority on core network nodes to foster the development and integration of urban nodes within the TEN-T corridor approach
- Eligible action types were studies and pilot actions to test and validate novel approaches
- 7 projects have been selected under the 2014 CEF call on the topic of core network nodes, for a total amount of 49 million Euros in CEF co-funding, with EU funding mainly focusing on enhanced interconnections of TEN-T infrastructure in those nodes.
- 10 additional projects were selected for funding on the topic of multimodal logistics platforms, for a total of 30.3 million Euros.
- Evaluation of the projects submitted under the CEF 2015 call is currently ongoing and expected to be finalised in July.
- Other relevant call priorities were innovation, ITS, freight transport services, rail freight noise, telematics applications, and accessibility.

Other possible EU funding sources

- The European Structural and Investment Funds (ESIF)
- Horizon 2020 for research and innovation: transport challenge (including CIVITAS initiative), Smart Cities and Communities
- European Fund for Strategic Investments (EFSI)
- Standard EIB loans and guarantees
- Interreg
- Urbact III
- LIFE
- JESSICA
- European Energy Efficiency Fund
- Fuel Cell and Hydrogen Joint Undertaking
- ...

Next steps

- Next phase of the Corridor study to deepen the analysis of projects and priorities in view of the 2nd generation of Corridor Work Plans in 2016
- Issue paper on urban nodes and other crosscutting topics to be presented at the TEN-T Days in Rotterdam (20-22 June 2016)
- Regular Corridor Forum and working group meetings to continue
- Continued dialogue with the cities and regions, in particular to draw on already existing expertise
- A dedicated workshop on urban nodes will be organised at the CIVITAS Conference in Gdynia, 28-30 September 2016

TEN-T Days: 20-22 June 2016, Rotterdam

Register online: www.tentdays.eu/2016

Thank you for your attention