Vital Nodes

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Integrating Urban Nodes and the TEN-T Core Network

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Infra connects scales

Scale
European corridor
e.g. TEN-T

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Scale
Daily Urban System
e.g. mobility, Functional Area
multi-modality
(SUMP)

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Scale
Specific location
e.g. liveability
(SUMP)
Challenges

• Integrating freight logistics of urban nodes into network corridors, last-mile and long-distance freight logistics, interaction with passenger transport

• Need for more effective integration addressing network and spatial issues related to urban vitality

• Need to address multi-dimensional character when integrating
Vital Nodes main objectives

Vital Nodes’ work programme is designed to meet the following two main objectives:

• to deliver validated recommendations for a more effective and sustainable integration of all 88 urban nodes into the TEN-T corridors focusing on freight logistics.
• to establish a long-lasting European expert network based on existing (inter)national and regional networks for safeguarding long-term continuity in knowledge and implementation.
• Together with local partner(s)
• Desk-top analysis of facts & figures: ‘fingerprint’
  3 scales, multiple dimensions, interaction freight
• Workshop with stakeholders
  discussion about: fingerprint, challenges,
  interaction freight and persons transport
  assessing drivers, barriers, impacts
  good practices
• Follow-up:
  recommendations about integration of urban node on TEN-T corridor
  recommendations to EC on investment needs, funding strategies, and
  research needs
Some first results (1)

**Urban Node Vienna**, main challenges:
- (Lack of) logistics oriented development:
  - Logistic centres / distribution centres / multi company hubs
  - Link between long distance and last mile (city) logistics
- Spatial planning at functional area
  - Polycentric concept for urban development and multi-modal transport
  - Cross-border towards a common strategy with West-East (Bratislava)
- Robustness and vulnerability of the network
  - Capacity constraints in city (Danube crossing: road and rail), in functional area and on corridors
  - Alternative routes (bypass South), modes and timing
Some first results (2)

Building blocks for recommendations:
TEN-T network needs and investments:
• Investments to solve bottlenecks at TEN-T corridors:
take into account impact at urban nodes, and
multi-modality and spatial development
• Chinese silk road initiative: potentially huge impact on TEN-T corridors and urban nodes

Regional and metropolitan needs:
• Urban nodes require SUMP at level of functional urban area (DUS); EC can stimulate cooperation at this level by focusing funding at this level
• EC support for an integrated planning approach
• Functional area of logistics is not always DUS

Data and research:
• EU data – also for freight - on level of functional area
• Investigate the combination of Transit-Oriented Development and Logistic-Oriented Development concepts
Some first results (3)

On basis of 4 urban nodes workshops:

• Logistics is key in socio-economic trends e.g. e-commerce, circular economy and liveability.
• Separate worlds of persons transport and freight/logistics transport.
• Logistics focuses on efficiency and techniques; not on network development and spatial planning.
• There are many initiatives and projects whit a strong focus on multimodal development and spatial development. Logistics often not involved in these developments.
• Policy objectives such as liveability, economic growth, housing would be more effective if infra and spatial development are combined.
Interested to be part of the network?
vitalnodes.eu
Thank you!

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