The City and the Transeuropean Transport Network

Validated recommendations from Vital Nodes how to integrate urban nodes into the TEN-T

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• Validated recommendations for sustainable integration of urban nodes in TEN-T with a focus on freight & logistics

• Toolbox, collection of solutions

• Improving freight and logistics planning in urban nodes on the TEN-T network (in review at DG Move and soon on https://www.eltis.org/)

• Final Vital Nodes recommendations: https://vitalnodes.eu/
Why are urban nodes crucial for decarbonization of the TEN-T?

- In charge of **first & last mile** for passengers and freight transport
- **Provision of infrastructure to redistribute** traffic between network levels
- Planning authorities and stakeholders with strong **ambition & competences to plan for more integrated networks** and more quality of life
- Incubators for **innovations** in energy, mobility, digitalisation and across these sectors
- Officially, 88 urban nodes form the **backbone** of the network, but in fact many other urban areas provide **high functionality** for the network (as core infrastructure, e.g.).
Enable urban nodes to become the power houses of the TEN-T

Vital Nodes recommendations to EC

Define Functional Urban Area (FUA) of urban nodes for passenger and freight for:
- **collaborative** and fact-based **strategic planning (back-casting)** to reach climate goals
- **multimodal** transport and **energy** infrastructure
- **data** collection and sharing for **planning** and **policy-making**

Plan **multimodality** and **decarbonization**:
- multimodal **interchanges & consolidation centers** including electrification and alternative fuels infrastructure and services
- sustainable **first & last** mile to these interchanges (passengers, goods)
- coordinate on and among urban nodes and on corridor level

Foster **cooperation** and **competences**:
- public-private **cooperation** (also civic society)
- active **involvement** of urban nodes’ representatives into the corridor coordination
- **capacity-building** for better and more integrated freight-planning
Embed SUMP into the TEN-T regulation

- Integrated planning/SUMP as conditionality for CEF-funding
- Quality criteria for the planning process and the plan
- Back-casting and monitoring for compliance with EU policy goals
Thank you!

https://vitalnodes.eu/

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