

# Coordinating Urban Nodes:

## Finding the Right Facilitator

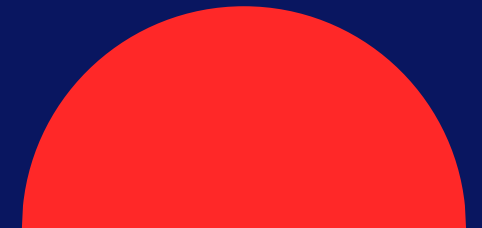
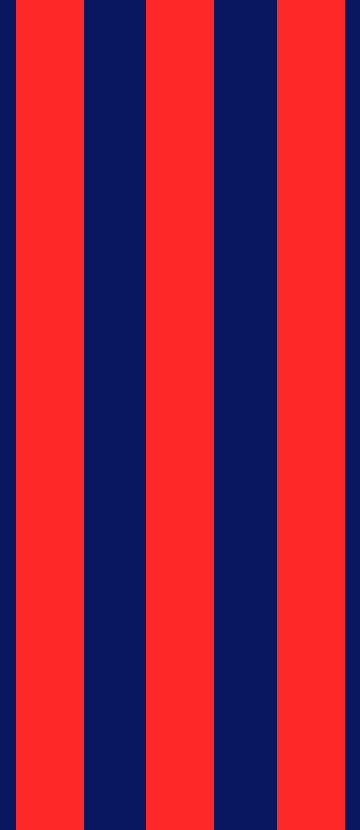
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# Requirements of the Regulation regarding Urban Nodes

# TEN-T

- an analysis of the possible impacts of climate change on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change
- the collection and submission to the Commission of urban mobility data per urban node in the fields of sustainability, safety and accessibility according to the indicators and methodology
- seamless interconnection between the infrastructure of the trans-European transport network and the infrastructure for regional and local sustainable transport
- infrastructure providing pre-conditioned air supply to stationary aircraft at remote stands, and at contact stands in the airports of the trans-European transport network with a total annual passenger traffic volume of less than 4 million passengers.
- where appropriate, increase of accessibility and connectivity between urban and rural areas and access to smart, sustainable and affordable transport
- operational priorities for rail freight services
- new railway infrastructure requirements / standards
- local authorities, in cooperation with national authorities where relevant, shall make all possible efforts to ensure that SUMP's are in line with the guidelines in Annex V while also taking into consideration long distance trans-European transport flows.
- the availability of alternative fuels recharging and refuelling infrastructure, in accordance with Regulation
- for freight, urban logistic facilities to enhance the consolidation of deliveries in urban areas, such as micro-hubs and cycle logistic hubs, in particular those connected with railway and waterborne transport infrastructure
- promotion of efficient low-noise and low-carbon urban freight delivery
- Development of multimodal passenger hubs at least one recharging station serving buses/coaches
- Collection of urban mobility data per node in the fields of sustainability, safety and accessibility
- connection of the airports of the comprehensive network and core network with a total annual passenger traffic volume of less than 4 million passengers to the network and, where applicable, to corresponding urban nodes, as set out in Annex II, by railway, metro, light rail, tramways, cable car or, exceptionally, other zero emission public transport solutions
- at least one multimodal freight terminal
- promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets for passengers and freight;
- where appropriate, increase of the modal share of public transport and of active modes through measures to orientate primarily the mobility of passengers in favour of these modes, including safe and secure infrastructure for active modes



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What is

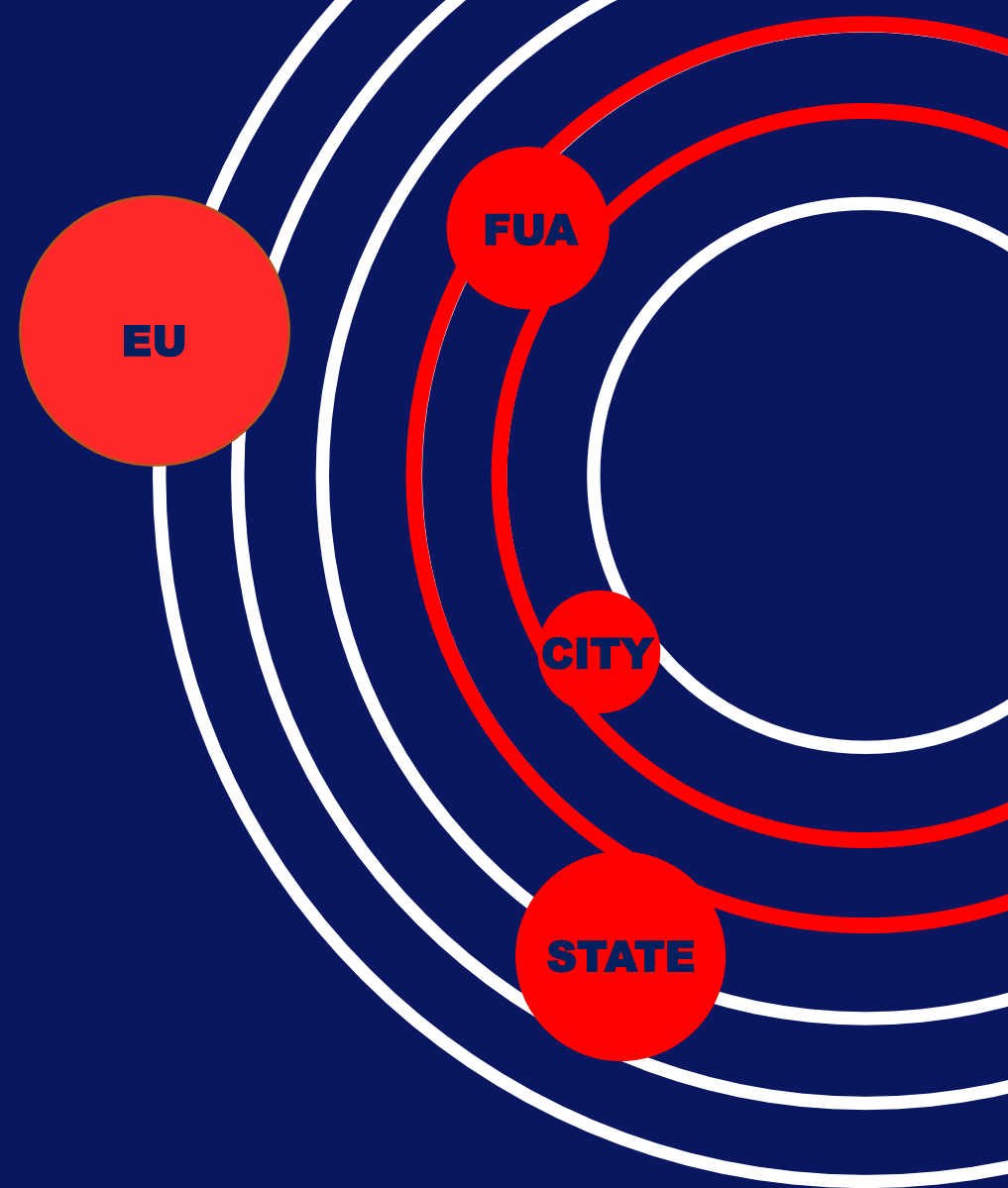
# SUBSIDIARITY



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Risk of competence

# CLASH



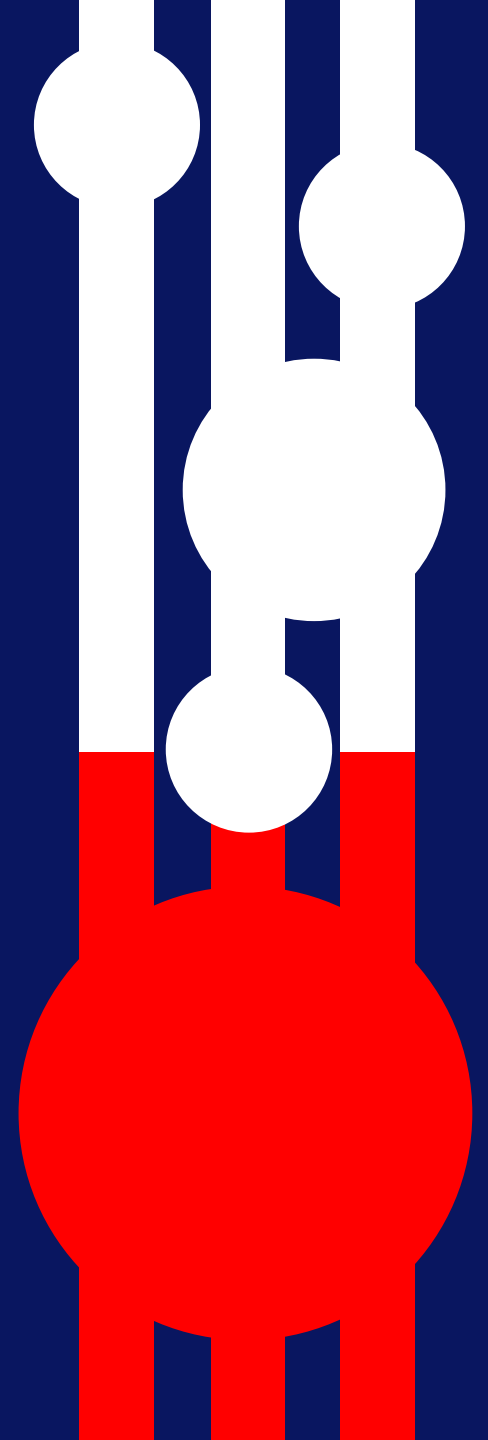
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How we dealt with  
this problem in the case of

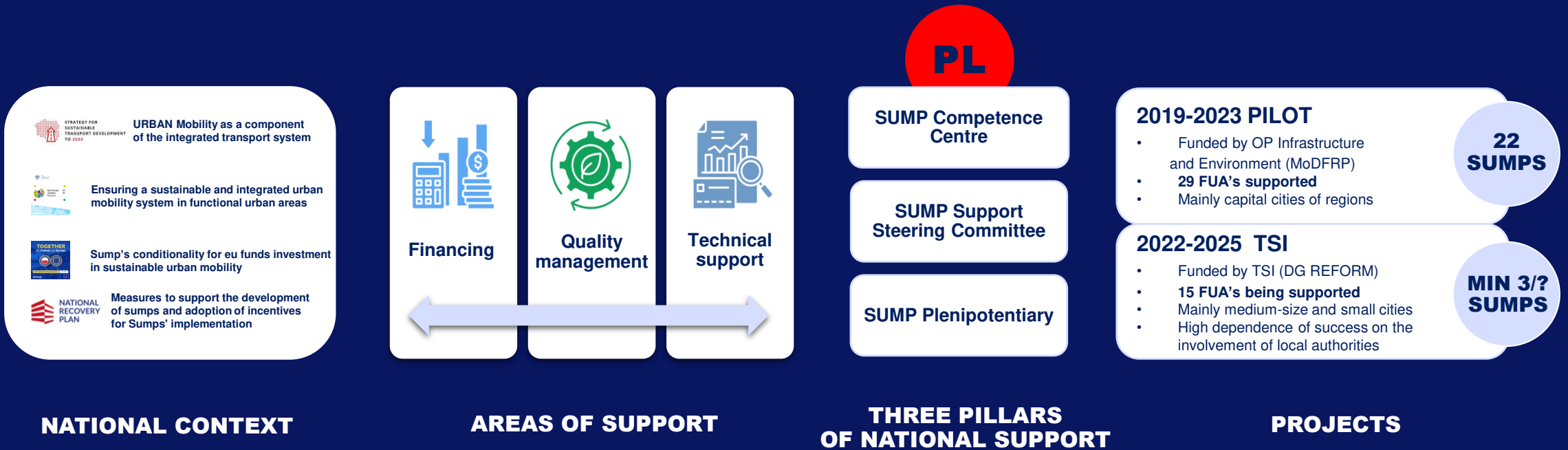
# SUMPs



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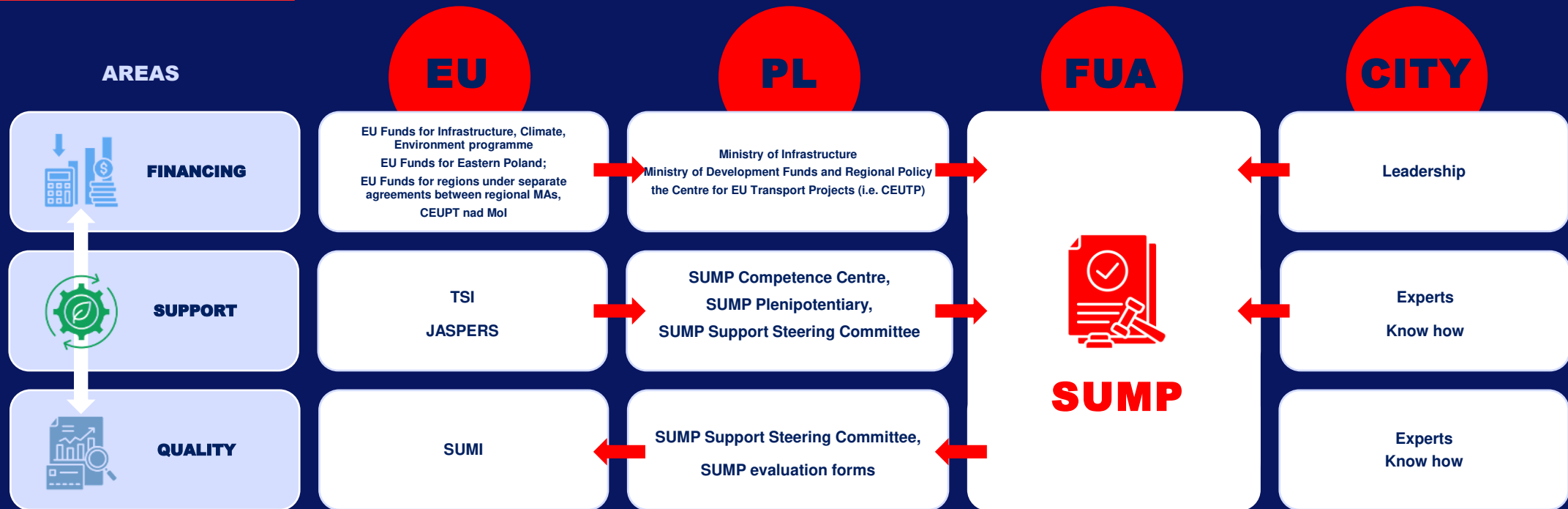


# SUMP SUPPORT SYSTEM



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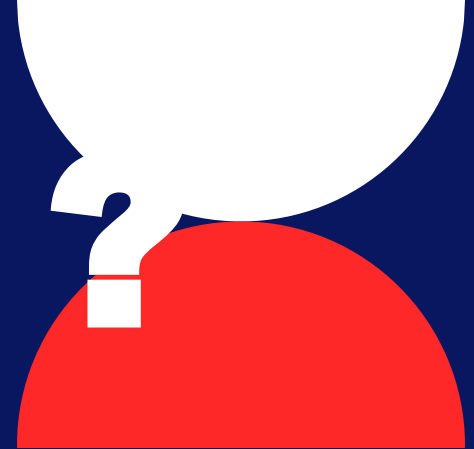
# Distribution of ENGAGEMENT



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What are

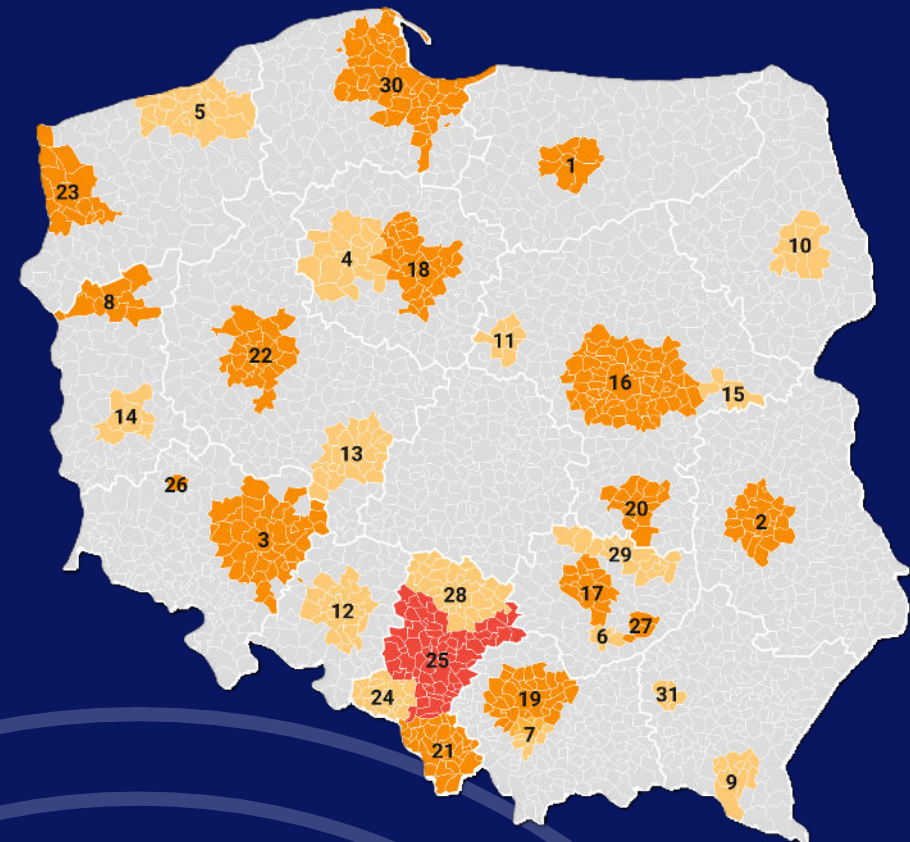
# THE RESULTS



Target for number of cities with completed  
SUMP's achieved one year ahead  
of schedule

# 30 SUMP's!

23 for TEN-T urban nodes



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How to create

# URBAN NODES

that meet the requirements of the TEN-T regulation

**MINISTRY'S  
INVOLVEMENT**

**INVOLVING  
FUNDING FROM  
ALL POSSIBLE  
SOURCES**

**APPROPRIATE  
DISTRIBUTION  
OF  
COMPETENCES  
AND  
RESPONSIBILITIES**

**STRONG  
COORDINATION  
ROLE OF  
URBAN NODES  
THEMSELVES**



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**Should the implementation  
of the objectives of the new  
TEN-T regulation lie solely  
in the hands of the state**



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# This is how **IT WORKS**



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# Thank you

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