

Efficient & Green MOBILITY



Urban node

14/06/24

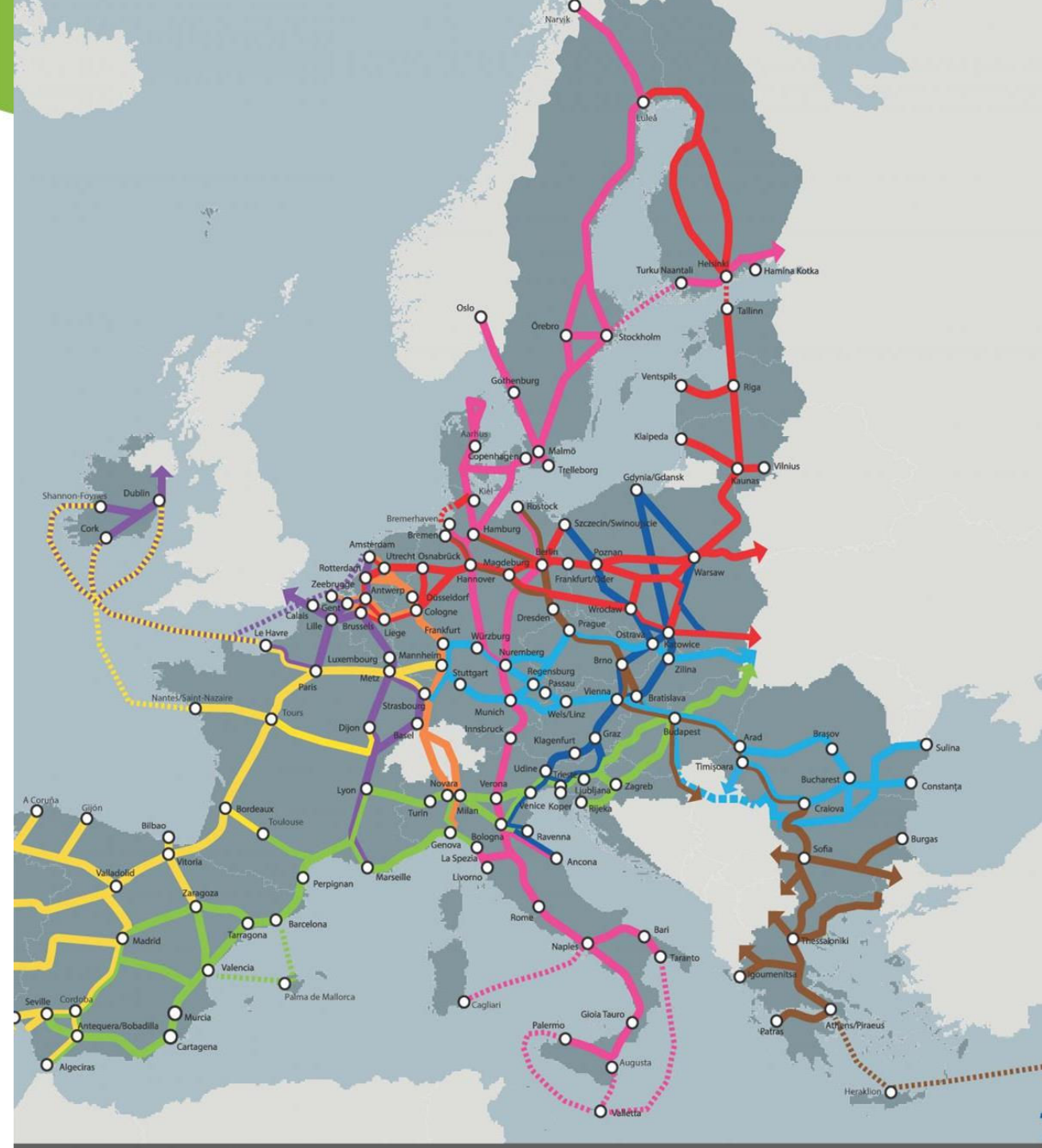
Revised TEN-T Regulation: Better integration long – distance-urban dimension

Expected to be in the OJ in July, entry into force early August

- Better **integrating the urban dimension and last mile connectivity** into the TEN-T network
- **Avoiding that urban areas become bottlenecks** of strategic transport corridors



- Improved integration of wider network of **432 urban nodes**
- Specific provisions / **requirements** for urban nodes

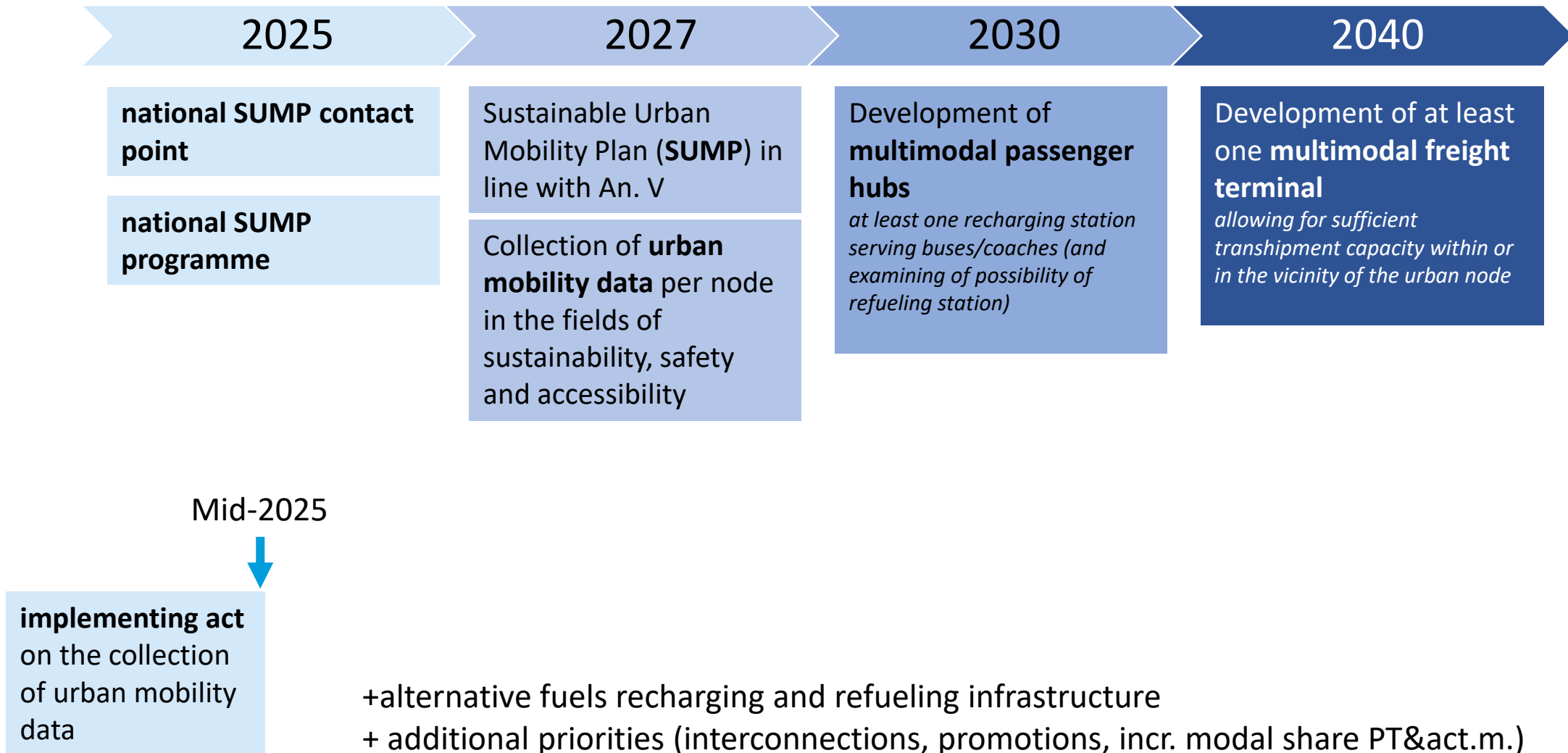




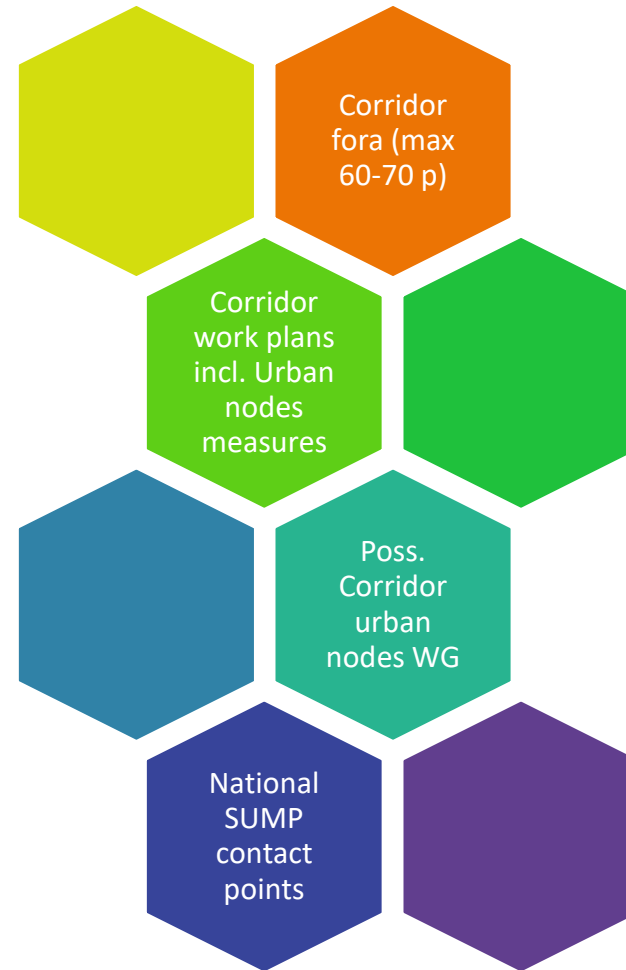
Urban nodes in the revised TEN-T Regulation

- Urban node criteria: more than 100,000 inhabitants or main node of a NUTS 2 region in case no city above 100,000 inhabitants
- Article 3 – definition of an urban node:
'urban node' means an **urban area** where **elements** of the transport **infrastructure** of the trans-European transport network for passengers and freight, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and multimodal freight terminals, **located in and around the urban area**, are **connected** with other elements of that infrastructure and with the infrastructure for regional and local traffic, including the one related to infrastructure for active modes

Urban nodes requirements timeline



TEN-T governance elements



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Thank you for your attention!

[Urban transport - European Commission \(europa.eu\)](https://european-commission.eu/urban-transport)

Few elements on SUMP



- ‘sustainable urban mobility plan’ (SUMP) means a document for strategic mobility planning, aiming at improving, in a sustainable way, **accessibility** to and mobility within the **functional urban area** (including commuting zones in the urban area or in the close vicinity) for people, businesses and goods in view in particular of a better quality of life
- By 2027 MS shall ensure a SUMP for each urban node that includes inter alia measures to **integrate** the different modes of transport and **shift** towards sustainable mobility, to promote efficient zero and low-emission mobility including urban logistics, to reduce air and noise pollution; and where appropriate, to assess the user’s accessibility to transport

