The **TEN-T network** (Trans-European Transport Network) is the main policy concept for comprehensive transport infrastructure development throughout the European Union (EU) and is essential for the ambition to realise a single transport area in Europe.
Within this TEN-T network, metropolitan areas function as urban nodes between parts of the transport network, where the network relates to regional/local networks, with other transport modalities, and with spatial functions such as working, housing, facilities which are the starting and ending point of the people and goods transported.
These **urban nodes** are key elements of the TEN-T network and have to respond to growing mobility needs and increasing freight transport by implementing new logistic concepts, ensuring transport modes' seamless interconnection and accommodate spatial-economic growth and urban expansion.

In December 2021 the European Commission (DG MOVE) released the new Trans-European transport Network (TEN-T) Guidelines and the new Urban Mobility Framework. In line with the Action Plan included in the Commission's Communication on the European Green Deal, a legislative proposal for a revision of the TEN-T Regulation included key takeaways:

- The number of urban nodes on the TEN-T network increases from 88 to **424**, giving more importance to European cities in the TEN-T network and its further development.
- 424 European cities on the TEN-T network are expected to develop Sustainable Urban Mobility Plans (SUMPs) that promote zero-emission transport by 202
- That all cities on the TEN-T network have at least one multimodal passenger hub and one multimodal freight terminal allowing for sufficient transhipment capacity within or in the vicinity of the urban node by 2040.

Efficient freight transport and logistics across the network, between urban nodes into the last mile is crucial to ensure social, economic and environmental quality of life in cities. Urban nodes must also tackle social and environmental issues such as urban/peri-urban congestion, poor air quality, noise exposure, and road safety.

An effective integration of an urban node in the TEN-T network is complex. Complexities arise from:
- different scales of transport services (local distribution and long-distance freight transport are specific logistic expertise);
- different types of stakes and stakeholders involved (economic, infrastructure and environmental policies, etc.);
- different spatial scales of the networks (fine-mazed local/regional road networks, terminals and extensive multi-modal corridors);
- different planning and governance approaches (local, regional, national and cross-border – TEN-T - policies).

The Scan-Med Observatory will act as an ecosystem for governance coordination, data and knowledge sharing in the TEN-T Scan-Med corridor. It will reach out to cities, local authorities, regions, and other relevant stakeholders, building on the legacy and recommendations of the VitalNodes project.
Its overall goal is to facilitate institutional networking by reinforcing a **community** at urban nodes/TEN-T corridor level and encourage common funding mechanisms and joint systems components. It is expected to bring insights and additional elements / updates / relevant information coming from urban nodes and the local level to the attention of the Scan-Med corridor coordinator and national representatives who take part to this table.
The Scan-Med Observatory will also seek cooperation and collaborate with other corridor governance structures, such as the STRING and Scandria network. Joint proposals and follow-up actions will be designed. This model of organising urban nodes on the TEN-T Scan-Med corridor is meant to be replicated on other TEN-T corridors.

The Scan-Med Observatory will be drafted around **five areas of interventions**:

- -Governance coordination & advocacy
- -Capacity Building
- -Data sharing principles and framework
- -Exploiting blended funding & financing
- -Networking and outreach

Taking stock from the **VitalNodes** project, the question if urban nodes comply with actual and forecasted traffic flows and land use also through a freight and logistics perspective has received little attention. The **MORE** project has also highlighted as one of its findings the lack of TEN-T/Urban network co-ordination. These boundaries often are unrelated to network structures and there is very little day-to-day interaction between city authorities and national/TEN-T network operators. The objective is to

- Explore and identify at what administrative level are the most suitable to find
- TEN-T policy and measures are inter-acting with urban policy and measures.
- Urban node from a freight and logistics perspective is different than planning from a commuter's perspective.

CHALLENGES to combine freight and passenger transport planning
- Different operational constraints for passenger and freight
- Little to no experience with integrated SUMP/SULP approaches
- different actors (public/private), communities and responsibilities -> working in silos
- Cargo is not irrationale motional whereas humans are
- make sure that multilevel governance is taken into account
- Very different tables where the actors sit
- segregation of issues in public administration

PRIORITIES to combine freight and passenger transport planning
- Data framework
- Traffic reduction
- System approach
- Maximise use of existing vehicles
- Identifying blind spots across disciplines
- Investment approach
- Coordinating different actors with different goals/missions etc.

OPPORTUNITIES and solutions to combine freight and passenger transport planning
- Existing guidelines adequate?
- Integrared SUMP-SULP should be lobbied
- Existing expectations from Commission or national level harmonised and adequate?
- Adequate resources to be given to right organizations
- MOVE21 is working on this and will demonstrate
- Leagal issue. In some countries combining these are not allowed
- Information systems are not easily integrated

DEFINE the geographic scope of the urban node
- system boundaries in polycentric areas
- Different depending on the function considered (e.g. passenger transport vs freight)
- Functional urban area ie the working area around the core city.

Data is essential at all levels. Land use planning is one of those. Data and information about TEN-T and urban nodes can be of different nature, format, and collected by different public authorities, both at local and national level. The purpose of this pillar is how to tackle this issue, facilitate cooperation and data exchange across different levels, and potentially identify which kind of data and indicators are the ones more adapted to the scope. As an example, the **POLIS – ERRIN ad-hoc working group on the TEN-T regulation** has suggested to introduce specific criteria for urban nodes, and monitor mobility status using the SUMI indicators.

SUGGESTIONS – What type of indicators are needed the most
- Indicators based on existing data sources
- Indicators available on both local and regional scale
- better understanding of what cities should measure re logistics

PRIORITIES for cities & local authorities – Why they need data to combine TEN-T and urban nodes planning
- To showcase the value of cooperation
- Need data to plan and evaluate measures
- to understand transport flows
- To demonstrate the benefits of changes

BOTTLENECKS for a more effective exchange of data and information
- formats
- problems with interoperability
- commercial interests
- Lack of data knowhow
- Lack of resources
- Availability
- Quality of data
- Attitude

DEFINE the geographic scope of the urban node

The objective of this pillar is to better understand current opportunities for financing in urban nodes and corridors and provide suggestions / inputs for better location of funding and research. At the Launch of the EU Week of Regions, the EU Commission clarified that the 2021-2027 CEF Programme is still based on the current TEN-T Regulation framework and objectives. (Local/national funds should also be mentioned there, maybe you get input on interesting national programmes. The Cohesion and regional funds have been also mentioned to support urban nodes.

What do you think of current available funds / calls dedicated to urban nodes, any specific funding should be allocated?
- Collect and present best available SUMPS / SUMIs incl. know-how on success-factors
- revised TEN-T reg needs to be matched with funding, also nat. level
- The urban nodes need to be matched with funding without high bureacracy.
- Funding for roads and other infrastructure that induce emissions and/or use of fossil fuels.

What kind of Programmes should be privileged / targeted?
- Programmes directly supporting the urban nodes synergy development
- national SUMP support programmes
- Regional funds, CEF, horizon but most importantly that it is followed up by national priorities
- New PP-schemes also for funding (for example hubs, etc)
- Major alignment and coherence with national programmes

In which kind of activities should funding be focused (e.g. infrastructure level, land-se planning, multimodal passenger and logistics hubs, terminals, etc.)
- capacity building
- multimodal passenger hubs should be the focus, as they are less likely targeted
- dedicated funding for peer learning and exchange between cities & regions
- Infrastructure
- First establishing the cooperation framework and then working on an agreed plan.
- hubs but then in particular through PP-schemes

Institutional regulations, cooperation and boundaries differ from country to country and from area to area. Notwithstanding spatial and network developments are often dealing with a range of institutions. The objective is to identify and involve the right stakeholders to make more progress. Starting from cities and regions that have become urban nodes after the update.

The objective is here to explore forms to involve and create major awareness about the upcoming challenges and highlight already existing networks / events / etc. in order to create additional synergies and cooperation.

IDENTIFY which STAKEHOLDERS are needed (both private and public sector)
- national (transport) ministries
- networks of cities and regions
- corridor coordinators
- logistics sector through their organizations
- goods owners
- both passenger and freight organization at EU level (networks)
- European Commission
- Shippers and their associations

How to DISSEMINATE and EXCHANGE best practices
- Joint events, back-to back with major EU events like Connecting Europe, TRA, Urban Mobility days
- back to back with related EU-funded projects
- first ask what's in it for whomever you talk to. not sure we do that
- Joint urban node event during next CEF or b2b to Corridor Forum
- Not everything happens in Brussels. National networks, regional ones, corridor ones (e.g. STRING, Scandria Alliance)

OPPORTUNITIES for cooperation: at what networks / events / initiatives should we look at?
- Urban nodes Forum
- Connecting Europe Days / TRA
- Pat Cox and the corridor forum
- not the "usual suspects" but rather events where large goods owners and carriers are present
- String Network
- National events

The new Urban Mobility Framework (UMF) underlines the importance of links between legislation, funding, and capacity building. Support should be available to local authorities to better link cross-border transport strategies with sustainable urban mobility plans, capacity building and training, and better urban planning.

Learning point from VitalNodes is that capacity building asks specific attention for freight and logistics capacity in the authorities. Another learning point is that additional – to most of the current SUMPs – stakeholders as national authorities who are responsible for the planning of superordinate transport infrastructure (highways, railway or waterways), and the relevant infrastructure providers are required.

What kind of stakeholders should be privileged for capacity building activities?
- Networks of various sorts/ thematic focus are key.
- small - medium sized cities, as they might lack of technical knowledge
- regional competence centers that are close to cities / municipalities and can translate and transfer from European forerunners
- joint activities for local and national level.. forcing them to do capacity building jointly in order to increase understanding in each camp

What kind of actions and initiatives - including existing ones - should be targeted to facilitate capacity building
- develop capacity building together with corridor coordinator?
- bridge / contact points on regional level needed to reach those who are not involved in already existing international / EU networks
- use urban nodes forums for this?
- Scandria Alliance can offer to adress member cities and regions, i.e. to contribute to capacity building actions or to pass on info to responsible civil servants

Any additional elements / aspects
- Would be good to identify and present best practice well adressing SUMP / SULPs at FUA level to learn from.
- on SUMPS-SULPS through national programme