



# MOVE

# 21

## SCAN-MED OBSERVATORY ACTION PLAN

Project deliverable D10.5

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Authors: Raffaele Vergnani, Marko Stancec (POLIS)

MOVE21 – Multimodal and interconnected hubs for freight and passenger transport contributing to a zero emission 21st century



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## Project Executive Summary

The main objective of MOVE21 is to transform European cities and functional urban areas into climate neutral, connected multimodal urban nodes for smart and clean mobility and logistics. MOVE21 will do this through an integrated approach in which all urban systems are connected, and which addresses both goods and passenger transport together. As a result, MOVE21 will improve efficiency, capacity utilisation, accessibility and innovation capacity in urban nodes and functional urban areas.

The integrated approach in MOVE21 ensures that potential negative effects from applying zero emission solutions in one domain are not transferred to other domains but are instead mitigated. It also ensures that European transport systems will become more resilient. Central to the integrated approach of MOVE21 are three Living Labs in Oslo, Gothenburg, and Hamburg and three replicator cities Munich, Bologna and Rome. In these, different types of mobility hubs and associated innovations are tested and means to overcome barriers for clean and smart mobility are deployed. The Living Labs are based on an open innovation model with quadruple helix partners. The co creation processes are supported by coherent policy measures and by increasing innovation capacity in city governments and local ecosystems. The proposed solutions deliver new, close to market ready solutions that have been proven to work in different regulatory and governance settings. The Living Labs are designed to outlast MOVE21 by applying a self-sustaining partnership model.

## MOVE21 partners

The MOVE21 consortium consists of 24 partners from seven different European countries, representing local city authorities, regional authorities, technology and service providers, public transport companies, SMEs, research institutions, universities and network organisations.

- **Norway:** City of Oslo, Viken County, Ruter, Urban Sharing, Mixmove, Institute of Transport Economics, IKT-Norge
- **Sweden:** City of Gothenburg, Rise Research Institutes of Sweden, Business Region Gothenburg, Volvo Technology, Renova, Parkering Göteborg
- **Germany:** City of Hamburg, City of Munich, Hafencity University Hamburg, Deutsche Bahn Station & Service
- **Italy:** Metropolitan City of Bologna, Roma Servizi per la Mobilità, Roma Tre University
- **Belgium:** Eurocities, Polis
- **The Netherlands:** TNO
- **Greece:** Hellas Centre for Technology and Research



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## Deliverable executive summary

The Scan-Med Observatory (SMO) aims to bring local and regional stakeholders into the TEN-T and urban nodes discussion, and to have them play a relevant role in the decision-making process. As outlined in D10.4 *Scan-Med Observatory Framework Plan*, the SMO is an open platform that aims to gather a committed group of representatives from the local level located along the TEN-T Scandinavian–Mediterranean corridor and which have been identified as urban nodes by the revised TEN-T regulation.

This deliverable highlights the next steps and set of actions that will make the SMO a platform and reference for urban nodes located along the Scandinavian–Mediterranean corridor to interact and be more involved in the TEN-T dimension. It integrates with the other project tasks, i.e. the Urban Nodes Forum and the Urban Nodes Competence Centre (UNCC), and gives a coherent approach to TEN-T and urban nodes topics.

More clarity about the organisational setup of the SMO and information about the next iterations at EU level (public events and policy dialogues) are foreseen towards the end of 2023, starting from the Urban Mobility Days 2023 and the Connecting Europe Days 2024.

The legislative process of the revised TEN-T directive is ongoing at the time of writing. However, what is clear at this stage is that, when the revised regulation enters into force, it will require newly selected urban nodes to fulfil a large number of requirements, briefly summarised below (pending amendments that are still possible from the EU legislators):

- The 424 largest EU cities (urban nodes) should adopt a SUMP by 2025 and collect relevant data on a continuous basis across a wide range of sectors
- Develop multimodal passenger hubs and appropriate connections with multimodal freight terminals by 2030
- EU urban nodes to have at least one multimodal passenger hub and one multimodal freight terminal in every urban node by 2040

As most of the challenges that urban nodes will face are unprecedented and will require the set-up in the next years of renewed and ambitious mobility plans, new competencies within the city administrations, and closer dialogue and cooperation with the freight sector, the SMO has the aims to be a concrete tool and connection point that will provide assistance to urban nodes and useful elements for the European Commission and Commission Services. This is why the SMO also aims to become a permanent body and a reference within in the continuously evolving framework of EU initiatives and mechanisms targeting urban mobility.

### Key words

TEN-T network, urban nodes, SUMP, multimodal hubs, Scandinavian – Mediterranean corridor, new governance.

## Table of contents

<b>DELIVERABLE ADMINISTRATIVE INFORMATION.....</b>	<b>1</b>
<b>LEGAL DISCLAIMER .....</b>	<b>2</b>
<b>PROJECT EXECUTIVE SUMMARY.....</b>	<b>3</b>
<b>MOVE21 PARTNERS.....</b>	<b>3</b>
<b>DELIVERABLE EXECUTIVE SUMMARY .....</b>	<b>4</b>
<b>KEY WORDS .....</b>	<b>4</b>
<b>1 LIST OF ABBREVIATIONS AND ACRONYMS .....</b>	<b>7</b>
<b>2 PURPOSE OF THE DELIVERABLE .....</b>	<b>8</b>
2.1 ATTAINMENT OF OBJECTIVES AND EXPLANATION OF DEVIATIONS .....	8
2.2 INTENDED AUDIENCE.....	8
2.3 STRUCTURE OF THE DELIVERABLE AND LINKS WITH OTHER WORK PACKAGES/DELIVERABLES.....	9
<b>3 STATUS OF THE TEN-T LEGISLATION PROCESS.....</b>	<b>10</b>
3.1 POLICY OVERVIEW .....	10
3.2 MAJOR UPDATES SINCE THE PUBLISHING OF THE SMO FRAMEWORK PLAN (D10.4).....	10
3.3 URBAN NODES COMPONENTS .....	11
3.4 URBAN NODES REQUIREMENTS .....	11
3.4.1 BY END OF YEAR 2025 .....	11
3.4.2 BY END OF YEAR 2030 .....	12
3.4.3 BY END OF YEAR 2040 .....	12
3.4.4 FUNDING SUBJECT TO SUMP ADOPTION .....	13
3.4.5 KEY ROLE OF THE SUMP CONTACT POINT AND NATIONAL SUMP PROGRAMME .....	13
3.5 GOVERNANCE OF EUROPEAN TRANSPORT CORRIDORS AND HORIZONTAL PRIORITIES.....	14
3.6 UPDATE OF THE TEN-T NETWORK.....	15
<b>4 ORGANISATIONAL SET-UP OF THE SMO .....</b>	<b>16</b>
4.1 LINKS WITH ONGOING WORK WITHIN MOVE21 .....	16
4.2 THE SMO AS A PERMANENT BODY: VISION AND STRATEGY .....	17
<b>5 WORK AHEAD FOR THE SMO .....</b>	<b>20</b>
5.1 APPROACHING URBAN NODES ALONG THE CORRIDOR.....	20
5.2 UPCOMING INTERACTIONS OF THE SMO .....	21

5.2.1 URBAN MOBILITY DAYS 2023 .....24

5.2.2 POLIS CONFERENCE 2023 .....24

5.2.3 DIALOGUE WITH THE EU COORDINATOR OF THE SCANDINAVIAN – MEDITERRANEAN TEN-T CORRIDOR  
25

5.2.4 CONNECTING EUROPE DAYS 2024 .....25

**6 CONCLUSIONS.....26**

**7 REFERENCES.....27**

**ANNEX A URBAN NODES ALONG THE SCANDINAVIAN – MEDITERRANEAN CORRIDOR28**

## List of figures

Figure 1: MOVE21 Urban nodes and TEN-T corridor approach, and how the SMO fits in it.....16

Figure 2: MOVE21 Urban nodes and TEN-T corridor approach, and how the SMO fits in it.....16

Figure 3 Conceptual scheme on how the SMO links with all levels of governance .....19

## List of tables

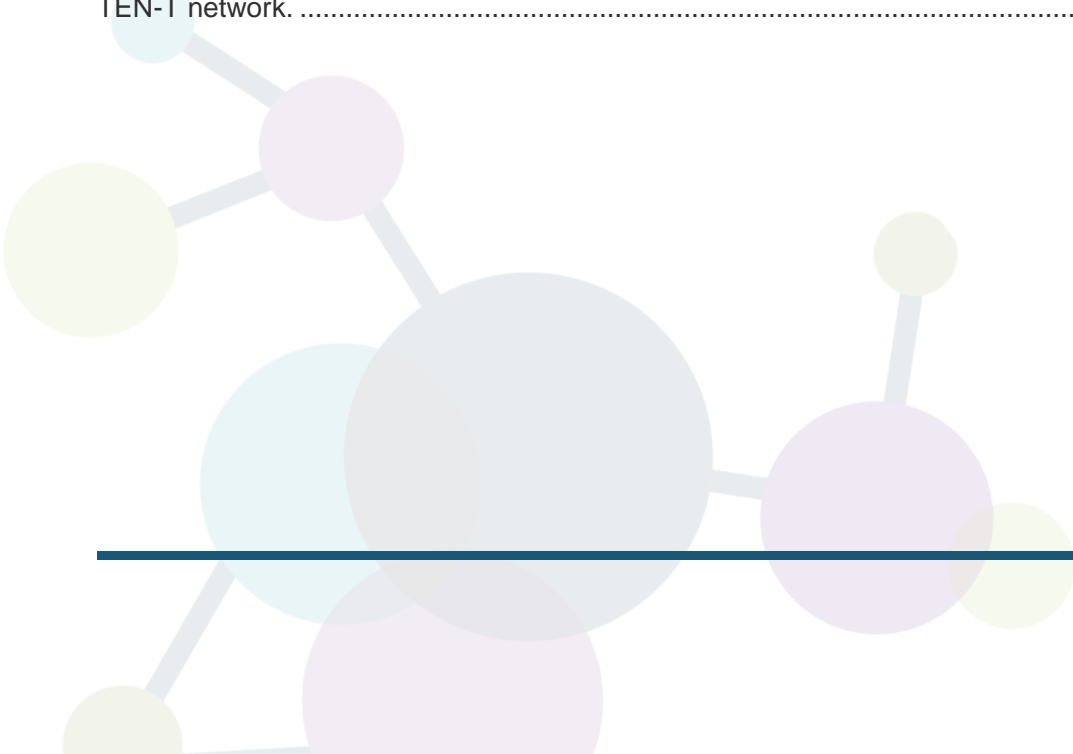
Table 1: Urban nodes and organisations that will be joining the SMO and / or expressed interested to join. ....21

Table 2: Updated list of meetings to be tentatively organised within the SMO. ....22

Table 3: Updated list of events to be tentatively organised within the SMO. ....23

Table 4: Additional information about contents and goals of SMO working meetings and events. ....24

Table 5: Updated list of newly selected nodes along the Scandinavian – Mediterranean corridor of the TEN-T network. ....29



# 1 List of abbreviations and acronyms

Acronym	Meaning
CEF	Connecting Europe Facility
EGTC	European Group for Territorial Cooperation
EGUM	Expert Group on Urban Mobility
ERDF	European Regional Development Fund
EU	European Union
ICT	Information and Communication Technology
ITS	Intelligent Transport Systems
LL	Living Lab
SMO	Scan-Med Observatory
SUMI	Sustainable Urban Mobility Indicators
SUMP	Sustainable Urban Mobility Plan
SULP	Sustainable Urban Logistics Plan
TEN-T	Trans-European Transport Network
TRAN	Transport and Tourism Committee of the European Parliament
UNCC	Urban Nodes Competence Centre
UNF	Urban Nodes Forum
WP	Work package



## 2 Purpose of the deliverable

This deliverable provides details on the next steps foreseen to activate the Scan-Med Observatory (SMO) as a permanent body within the scope of the MOVE21 project. It defines the vision, strategy and set of actions required to establish the SMO as a permanent community and body.

The deliverable is structured as follows:

- Chapter 3 focuses on most interesting and relevant amended articles from the Transport and Tourism (TRAN) Committee of the EU Parliament to the Commission's proposal of the TEN-T Directive, and as starting points for discussion and work within the SMO.
- Chapter 4 clarifies how the SMO interacts with other related WPs and tasks within MOVE21 and describes the vision and strategy for the SMO as a permanent body.
- Chapter 5 reports about (i) upcoming opportunities for synergies (meetings, events) and ongoing interaction with the stakeholders identified, (ii) updated tentative plan – still subject to changes also due to delayed publication of the revised TEN-T Directive – and current parties involved to the SMO, (iii)

Annex A provides an updated list of selected urban nodes along the Scandinavian-Mediterranean corridor.

### 2.1 Attainment of objectives and explanation of deviations

The deliverable has been submitted on time, and no deviations are currently foreseen with respect to the deadlines reported in the Grant Agreement. The main concerns pertaining to this deliverable are related to the still low level of awareness in urban nodes about the adoption and future requirements set in the revised TEN-T Directive, probably linked to the fact that the revised TEN-T Directive has not entered into force, yet. WP10 and the project consortium are taking measures and assessing the best ways to engage and interact with cities through the SMO.

### 2.2 Intended audience

This deliverable is addressed to Commission Services and EU policy makers, transport and logistics experts working in cities and local authorities (urban nodes), network organisations representing local authorities, transport operators and infrastructure managers. More specifically, they are identified as:

- Key staff from the European Commission and other EU institutions, working on the revised TEN-T Directive and related policy documents, urban mobility, spatial and logistics policies, climate policies.
- A wide audience composed by political representatives, policy makers, practitioners and experts in transport working for cities and local authorities (urban nodes) along the TEN-T Scandinavian-Mediterranean corridor.
- Private and business sector, notably from the logistics and freight industry (freight forwarders, shippers, etc.)

The SMO is coordinated by POLIS and supported by the MOVE21 Project Coordinator (City of Oslo) and by the project partners involved in tasks linked with urban nodes, to ensure coherence between the Scan-Med Observatory, the Urban Nodes Forums and the Urban Nodes Competence Centre (UNCC) within the MOVE21 project.

## 2.3 Structure of the deliverable and links with other work packages/deliverables

This deliverable is a follow-up of the *Scan-Med Observatory Framework Plan* (D10.4), which gave a comprehensive introduction to the topic and framework context of the SMO (policy framework, objectives, structure, priority topics). This current deliverable has strong links with work in WP6 and WP7, in particular tasks 6.1, 6.2 and 6.4, as well as tasks 7.2 and 7.5 since the innovations and measures tested and implemented in the MOVE21 Living Labs and replicator cities will feed the future work and discussions since they are expected to contribute to the improvement of access to the TEN-T corridors and increase efficiency and capacity utilisation within the urban nodes. The SMO will also be linked to the output of task 7.4 which is the Urban Nodes Competence Centre (UNCC), a repository tool developed to provide support to municipalities and interested stakeholders to set-up efficient and effective multimodal hubs for passengers and freight.

It has also a close connection with task 10.3 in WP10 and the Urban Nodes Forums which will discuss central topics for urban nodes in Europe and some of the priorities also identified for the SMO.

Finally, this deliverable has links with WP8, as the SMO will provide progress and input to the Impact Area 3 in the evaluation framework (Impact area 3: "Improvements of the efficiency and accessibility of the transport networks/systems covering the TEN-T urban nodes").

## 3 Status of the TEN-T legislation process

### 3.1 Policy overview

Over the last few years, the trans-European transport network (TEN-T) legislation has been undergoing revision and is expected to enter into force in early 2024. The Commission has decided to take action to make sure that the TEN-T network becomes greener, more efficient, and more resilient, in line with the provisions of the European Green Deal, the Sustainable and Smart Mobility Strategy, and the climate targets of the EU Climate Law.

By 2030 the core network is expected to be completed, with the conclusion of an extended core network by 2040 and the comprehensive network finalised by 2050. By better integrating rail, road and inland waterways, the current bottlenecks at national border crossings are expected to be removed, and connectivity throughout Europe will be future-proofed. Nevertheless, as outlined by the Impact Assessment of the current TEN-T Directive, critical zones are not only identified at cross-border level. For this reason, the Commission's proposal of the revised TEN-T Directive pays particular attention at the functional urban area dimension, since one of the main objectives of European transport policy is to ensure good connectivity between and within cities.

Traffic in metropolitan areas and nodes is particularly dense and congested, often leading to capacity bottlenecks and connectivity problems. This means that the existing infrastructure, such as railway stations, airports, ports, or multimodal freight terminals in and around the major cities should be well interconnected within the city or functional urban area itself. At the same time, the city should be well connected to other cities and transport hubs – both inter-regionally and internationally. It is therefore important that the last mile connectivity not only within urban nodes, but also with the rest of the intraregional and international transport flows.

Urban nodes, which are defined as urban areas where various TEN-T transport infrastructure components, such as ports, passenger terminals, airports, railway stations, bus terminals, and logistic platforms, are interconnected with one another, are given more attention in the new legislation. Urban nodes legislation will be essential in helping cities and regions achieve their ambitious objectives for sustainable mobility by boosting economic growth and competitiveness. However, understanding and navigating the implications of the new legislation's will be a challenging process for many cities. Urban node classification comes with a range of requirements under the proposed revised legislation, and, those cities that are defined as TEN-T 'urban nodes' are asked to adapt their transport policies to meet additional requirements.

### 3.2 Major updates since the publishing of the SMO Framework Plan (D10.4)

In March 2023, the Commission made a recommendation asking Member States to implement SUMP National Programmes with a specific office to assist cities with the development of sustainable urban transport.

The goal of SUMP national programmes should be to assist cities with technical knowledge and financial support while also providing guide materials, training programs, and capacity building. Additionally, the recommendation offers guidance to Member States and cities on how to get ready for the planned urban nodes requirements for the TEN-T network.

On 13 April 2023 the European Parliament's Committee on Transport and Tourism (TRAN) adopted its position on the updated TEN-T standards. The final version substantially enhances the draft published

in 2022<sup>1</sup>. Some relevant amendments were addressed by the Parliament and deserves attention in the future iteration with policy makers and city representatives if they are confirmed in the current shape in the final text. The new TEN-T regulation is now negotiated in the so-called trilogue between the European Commission, the Parliament and the Council.

Before having a look at the organisational setup, next steps and activities foreseen under the SMO, it is important to have a look at the most relevant amendments made by the TRAN Committee in the next paragraphs.

### 3.3 Urban nodes components

The definition of urban nodes remains pretty much unchanged from the existing TEN-T regulation, as they shall comprise (art. 39):

- a) *transport infrastructure in the urban node that is part of the trans-European transport network, including bypasses, and that increases the performance of the trans-European transport network;*
- b) *access points to the trans-European transport network, notably multimodal railway stations, multimodal freight terminals, ports or airports;*
- c) *first and last mile connections between and to these access points, including active mobility, light rail and other public transport infrastructure.*

### 3.4 Urban nodes requirements

Major highlights and deadlines – at the 2025, 2030 and 2040 horizon – for urban nodes to fulfil specific requirements are confirmed in the position shared by the TRAN Committee and reported below.

#### 3.4.1 By end of year 2025

- ➔ **adoption of a publicly accessible sustainable urban mobility plan (SUMP)** [...] *that includes notably measures to integrate the different modes of transport, [...] to address mobility poverty, [...] to promote efficient zero- and low emission mobility [...] and urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration.*
- ➔ **collection and submission to the Commission of urban mobility data per urban node.** *They should cover at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and accessibility and affordability of public and private mobility services, [...] as well as data on air and noise pollution. Where possible, the data collected should be disaggregated on age, gender and disability [...] and submitted every year.*
- ➔ **adoption of concrete measures fostering the wider deployment of information and communications technology (ICT) tools and intelligent transport systems (ITS)** [...].

The Commission is working on a set of sustainable urban mobility indicators (SUMI) that capture key aspects of urban mobility policies and provide data based on a harmonised methodology. The Commission proposal for a revised TEN-T Regulation sets out requirements for urban nodes on the TEN-T network to collect data and regularly report on the identified key sustainable urban mobility areas.

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<sup>1</sup> The draft negotiating mandate was approved by 44 votes in favour, none against and one abstention. Transport Committee Members of the European Parliament (MEPs) also unanimously (44 votes in favour) backed a decision to start talks with Member States on the final shape of the legislation.

As reported by the Commission, the final list of indicators and their methodology will be set out in an Implementing Act, to be adopted after the publication of the revised TEN-T Regulation.

The duties and responsibilities related to data collection and deployment will need to be clarified and harmonised at EU level, particularly for the urban nodes that have not been involved in the SUMI process so far.

### Role of the Scan-Med Observatory

- Assess with urban nodes how and what kind of SUMI indicators are the most relevant and appropriate to be selected for urban nodes.
- Discuss what kind of data are needed at urban node level and define common standards and criteria that are doable and achievable for all urban nodes (link to SUMI indicators).
- Liaise with ELTIS (Observatory on urban mobility) and the SUMP Platform Coordination Group on these and other relevant aspects.
- Liaise and cooperate with the Expert Group on Urban Mobility (EGUM), in particular with the subgroup on SUMP.

Priority topics: governance and advocacy, data sharing principles and practices

#### 3.4.2 By end of year 2030

- (iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as **appropriate connections with multimodal freight terminals** and facilities, and safe and secure truck parking areas;
- (iv) the development of **multimodal passenger hubs** to facilitate first and last mile connections which are equipped with at least one recharging and refuelling station as defined in Article 2, of Regulation (EU) [...] [on the deployment of alternative fuels infrastructure], used for hydrogen, dedicated to serve heavy duty vehicles;

#### 3.4.3 By end of year 2040

- the development of at least one **multimodal freight terminal** allowing for sufficient transshipment capacity to meet urban logistics needs and ensure last mile connections within or in the vicinity of the urban node; with the possibility for one terminal to serve more than one urban node, if capacity allows

### Role of the Scan-Med Observatory

- Provide inspiration from the approach and work carried out by MOVE21 at local levels and brought at the attention of external urban nodes.
- Discuss with other urban nodes what are current or envisioned plans to implement multimodal freight terminals and any linked challenges.

#### 3.4.4 Funding subject to SUMP adoption

- ➔ *From 1 January 2026, EU funding for projects of common interest related to urban nodes is conditional to the adoption of SUMP in accordance with the requirements set out in Annex V.*

SUMP adoption as a precondition and necessary requirement for urban nodes to access European funding is being proposed, however it is not clear which financing mechanisms will be addressed and available to urban nodes' within the TEN-T network. Financial instruments, such as the European Regional development Fund (ERDF), Cohesion Funds, Recovery and Resilience Fund, and the Connecting Europe Facility (CEF) Programme could be used for urban nodes to develop the physical and digital infrastructure needed in the coming decades.

#### Role of the Scan-Med Observatory

- Create awareness among urban nodes without a SUMP.
- Identify measures in urban nodes that are relevant for the effective functioning of the corridor and achievement of the objectives of the trans-European transport network;
- Assess whether cities would need a dedicated line of funding focused on urban nodes under one (or more) of the specific Programmes (e.g. a dedicated CEF on urban nodes)

Priority topic: Funding and financing

#### 3.4.5 Key role of the SUMP contact point and national SUMP programme

- ➔ *Within one year of the entry into force of the new Regulation, the Member States shall designate a national SUMP contact point and shall establish a national SUMP programme with the aim of supporting the urban nodes to adopt and implement the SUMP. The national SUMP contact point and the national SUMP programme shall in particular provide technical assistance and expert support for the preparation and implementation of SUMP.*
- ➔ *It shall, in collaboration with the Commission, regularly monitor the proper implementation of SUMP, monitor progress towards sectoral policy objectives, including decarbonisation, road safety coherences with Sustainable Energy and Climate Action Plans, Sustainable Urban Logistics Plans, and other relevant plans. The national SUMP contact point shall foster exchange of best practices between urban nodes and may issue recommendations in case of non-compliance with the minimum requirements and standards.*

As mentioned at the beginning of the chapter, the proposed amendments by the TRAN committee reinforce the role played by Sustainable Urban Mobility Plans (SUMP) in fostering sustainable mobility as a tool for strategic and integrated transport planning in urban areas that ensure proper links to the regional, national and European dimension of transport.

SUMP have been promoted by the Commission since 2013, a [concept for SUMP](#) has been published as an Annex to the 2013 [Sustainable Urban Mobility Package](#). Related [guidelines for](#)



developing and implementing SUMPs have been developed in the framework of European projects and revised several times<sup>2</sup>. Further alignment at regional and national levels will be required.

### Role of the Scan-Med Observatory

- Facilitate knowledge exchanges between EU Coordinators, national SUMP contact points and urban nodes.
- Promote knowledge transfer and mutual learnings from urban nodes to the EU-led initiatives on SUMP and Corridor Governance structures.

Priority topic: governance and advocacy

## 3.5 Governance of European transport corridors and horizontal priorities

As reported in the proposed new Regulation (art. 52, 1), *for each TEN-T Corridor the respective European Coordinator shall be assisted in the performance of his/her tasks concerning the work plan and its implementation by a secretariat and by a consultative forum, respectively the “Corridor Forum”.*

- ➔ (2) *The Corridor Forum shall be formally established and chaired by the European Coordinator. The Member States concerned shall agree membership of the Corridor Forum for their part of the European Transport Corridor and ensure representation of [...] urban nodes [...]*
- ➔ (3) *With the agreement of the Member States concerned, and after consulting the neighbouring countries concerned, the European Coordinator may set up and chair corridor working groups which focus on [several topics listed] (e) urban nodes.*
- ➔ (6) *The European Coordinator shall consult regional and local authorities, the designated authorities as defined in the Smart TEN-T Directive, urban nodes [and other stakeholders not listed here].*

Urban nodes find full recognition and inclusion also within the Governing Board of the TEN-T Corridors and a specific focus of newly established working groups, if necessary and required by Member States and the EU Coordinators. To this end, the MOVE21 project has started proactively from the SMO launch a mutual dialogue with the EU Coordinator of the TEN-T Scandinavian-Mediterranean corridor and offered support.

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<sup>2</sup> According to the latest available version of the guidelines, a SUMP is based on the following eight principles: (i) Plan for sustainable mobility in the “functional urban area”, (ii) Cooperate across institutional boundaries, (iii) Involve citizens and stakeholders, (iv) Assess current and future performance, (v) Define a long-term vision and a clear implementation plan, (vi) Develop all transport modes in an integrated manner, (vii) Arrange for monitoring and evaluation, (viii) Assure quality. The next version of these SUMP guidelines is expected to be published in autumn 2023. For further reading on SUMP, please consult the Urban Mobility Observatory Eltis: <https://www.eltis.org/mobility-plans>.

### Role of the Scan-Med Observatory

- Propose itself as a bridge between urban nodes (cities and local authorities) and the TEN-T dimension, where a pool of local representatives directly link with EU and national levels.
- A support mechanism for the EU Coordinator to better establish contact with the metropolitan and regional levels.
- Approach promoted in order to be replicated on other TEN-T corridors.
- Opportunity-seeking for the SMO to outlive the MOVE21 project.

Priority topic: governance and advocacy

### 3.6 Update of the TEN-T network

The proposed amendments art. 56 (c, c a, c b) add more detail to the definition, inclusion and possible updates of the number of urban nodes within the TEN-T network. More specifically, they *shall include urban nodes in the TEN-T network, if it is demonstrated that the number of inhabitants in the functional urban area exceeds 100,000 and with the approval of the Member State concerned.*

Following a further check of the list of Annex II of the proposed Regulation and the maps currently available online (TENTec)<sup>3</sup>, an updated list of all selected urban nodes along the TEN-T Scandinavian – Mediterranean corridor is provided in Annex I of this document.

<sup>3</sup> <https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html>



## 4 Organisational set-up of the SMO

### 4.1 Links with ongoing work within MOVE21

Several work tasks in MOVE21 directly contribute to the SMO. As mentioned in chapter 2.3 the Urban Nodes Forums (UNFs) and the Urban Nodes Competence Centre (UNCC) are of particular relevance, and will collaborate with the SMO to fulfil the goals within MOVE21. The interaction and work division between the SMO, the UNFs and the UNCC on TEN-T urban nodes related work is summarised in the two figures below.

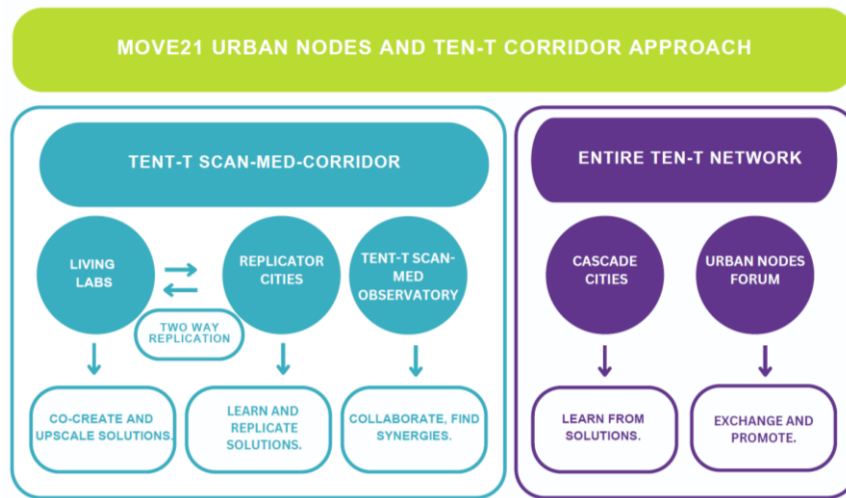


Figure 1: MOVE21 Urban nodes and TEN-T corridor approach, and how the SMO fits in it.

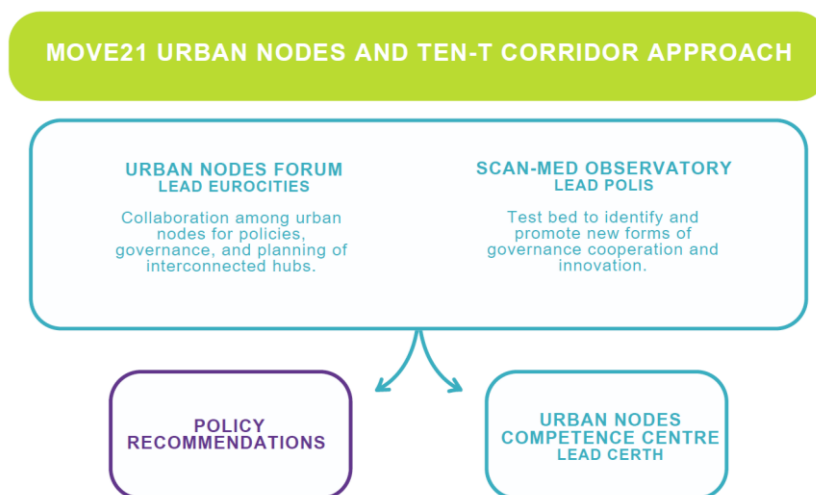


Figure 2: MOVE21 Urban nodes and TEN-T corridor approach, and how the SMO fits in it.

UNFs create momentum and raise awareness at the entire network level. They promote a close collaboration between TEN-T urban nodes to address policies, governance issues, and planning, implementing, and upscaling of multimodal urban mobility solutions in cities and their integration into the functional urban areas and into the wider TEN-T network. The UNFs meetings will bring together local and regional representatives, national administrations, EU policy makers, TEN-T corridor

coordinators, relevant European networks, researchers and academics, and other relevant stakeholders. UNFs will be organised as in-person gatherings to foster exchange of knowledge and good practices in urban nodes and along TEN-T corridors.

Both SMO and UNFs are expected to gather relevant information and elements during the working meetings, exchanges, and events that, along with the work carried out at local level by the Living Labs and the Replicator Cities, will feed the UNCC.

The UNCC will act as a repository for training materials, online courses, technical webinar recordings, deployment guidelines, best practices and other tools implemented by MOVE21 Living Labs and Replicator Cities developed within the project. UNCC's scope is to provide an insight into the different concepts of zero-emission mobility hubs implementation and set up a methodology to be applied by other cities interested in implementing multimodal hubs and addressing future urban nodes requirements.

The UNCC is built on an all-encompassing MOVE21 methodology designed to facilitate the selection, cultivation, oversight, and refinement of multimodal hubs. It will run beyond the lifetime of the project to support the engagement of an active community of urban nodes around Europe, facilitating communication and cooperation among its target groups. The SMO is expected to feed such a repository including additional relevant insights from the priority topics that have been previously defined and provide elements for discussion and to streamline the interaction within the UNFs. The UNCC methodological framework incorporates the SUMP steps, and thus aligns with the SMO's role on creating awareness on SUMPs and effective measures co-selection. Similarly, the SUMI indicators, set to be pivotal within the revised regulation, find dual resonance within the monitoring and assessment points shared by both the UNCC and the SMO plan. The insights and input will be structured along the SUMP cycle promoted by the EU SUMP guidelines.

## 4.2 The SMO as a permanent body: vision and strategy

Among the several problems and barriers identified in the Impact Assessment of the current TEN-T Directive, one of them is the lack of integration of urban nodes in the revised TEN-T Regulation. The planning at the level of TEN-T network needs to be better coordinated with the planning and development at the level of urban nodes. The role of urban nodes on the TEN-T goes well beyond the local level, as transport activities on the TEN-T start and end in such nodes, or transits through them, requiring adequate coordination between the different levels.

At the moment there is no permanent European-wide initiative and cross-sectoral working group with the objective to bring the TEN-T dimension into urban mobility and logistics planning and to better integrate urban nodes into the revised TEN-T regulation.

With the entry into force of the revised TEN-T Directive in the upcoming months, it will be important to ensure a coherent approach at European level as the number of local authorities and urban nodes involved will expand considerably. Furthermore, it will be important to establish a harmonised and cohesive approach at the corridor level to avoid uneven and misaligned developments at policy and infrastructure level.

Cities will need to put into action a series of efforts and translate these into updated, or even brand new, comprehensive mobility and logistics plans, which take into consideration more extended catchment areas and will have a profound impact on citizens and the local economy. The setting up of national SUMP Programmes and coordinators goes certainly in this direction, in order to support urban mobility

planning and implementation, and to have a clear view and monitor more closely the implementation of the requirements through time.

However, the requirements set by the Directive prove to be challenging and will demand cities to plan and act on a long-term scale and logic, requiring also the mobilisation of financial and human resources. This will also oblige cities to establish a dedicated office and nominate contact persons that will make decisions and be the interfaces for SUMP national coordinators and TEN-T Governing boards.

Feedback and evidence collected so far from MOVE21 cities highlights that multimodal hubs for passenger and freight require cooperation of different types of stakeholders that are not used to cooperate. For local and regional administrations this implies some challenges in setting up new forms of cooperation and partnerships between the more traditional actors (e.g. public transport providers) and logistics operators, real estate sector, and other mobility providers. In addition, there is a need to identify business models that prove to be financially viable and sustainable in the medium to long run to operate smoothly and efficiently.

The lack of policy coherence on horizontal level such as the misalignment between mobility policy and urban planning, or the misalignment between strategic plans on city level (e.g. SUMP / SULP) has been identified. There is also an identified misalignment on the vertical level between EU, national and local policy (TEN-T corridor in relation to urban nodes).

Newly selected urban nodes will need guidance and assistance from forerunner urban nodes and are expected to benefit from participation in platforms that facilitate the exchange of information and best practices.

As described in the Scan-Med Observatory Framework Plan (D10.4), the SMO is “conceived as a peer group and community of urban nodes that will facilitate institutional networking, coordination, collaboration, and data sharing for clean and efficient urban multimodal mobility on TEN-T corridor level. It will be open to all regions, local authorities, and other relevant public stakeholders crossed by the TEN-T Scandinavian – Mediterranean corridor (NUTS II and III level) that are willing to join discussions and cooperate with the SMO”.

The SMO aims to be the starting point of a process that finally brings together European decision-makers, a large number of cities across the Continent and other stakeholders, in the horizon 2025, 2030 and 2040. MOVE21 has a long-term vision and sees in the current revision of the TEN-T Directive, as highlighted in this deliverable, new opportunities for urban nodes.

The SMO will set-up a steering committee with the aim to secure that the SMO fulfills its role as detailed in this deliverable and the Scan-Med Observatory Framework Plan (D10.4), and to secure that the SMO will outlive the project. A steering committee charter will be developed by end of September 2023, and members will be recruited based on that charter.

It will be up to the steering committee to suggest the most suitable way forward, and the task of making the SMO a permanent body will require further and targeted interaction with EU policy makers, in particular with DG MOVE and the EU Coordinators of the TEN-T corridors, as well as local and regional authorities and national SUMP coordinators.

To assure an adequate level of continuity in the long-term, some preliminary ideas and suggestions for the SMO to find its potential future place in the continuously evolving framework of EU initiatives and mechanisms targeting urban mobility include:

- The allocation of additional funds and opportunities under future calls of the most relevant Programmes (e.g. Horizon Europe) or related EU-funded initiatives focusing on urban mobility and climate (e.g. Missions) to follow-up and build-on the work started with the SMO.
- The SMO as a forerunner and reference for the potential set-up of dedicated working groups at the corridor level, and as forerunner to the set-up of a potential “Urban nodes coordination group” (UNCG), to oversee implementation at the whole network level, in close synergy with the EU corridors Coordinators.
- As ad-hoc expert group that brings together cities and local authorities (coordination group), initiated by the EU Commission.

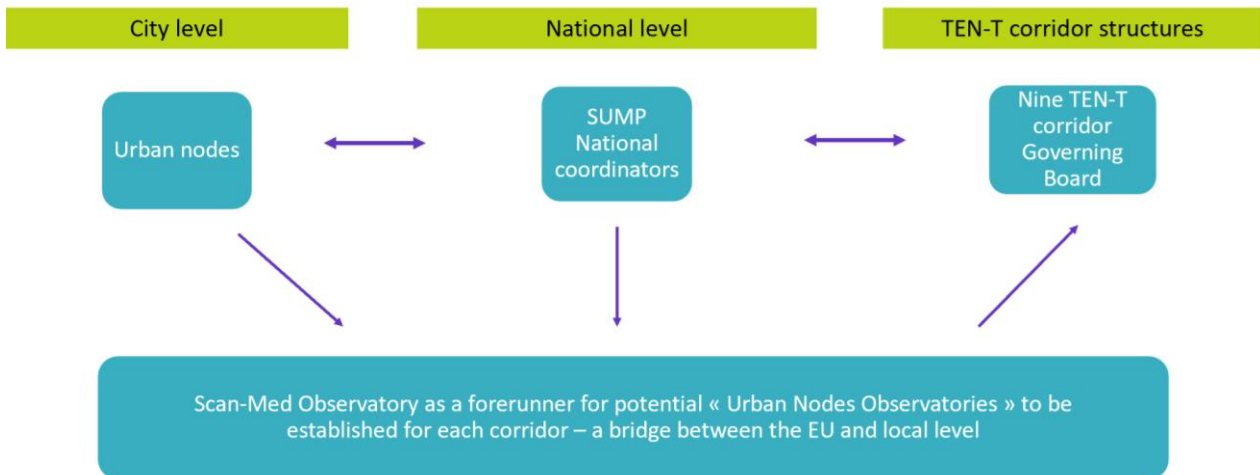


Figure 3 Conceptual scheme on how the SMO links with all levels of governance

Timely discussions with key stakeholders and representatives from the EU bodies will take place to provide useful elements that support such a vision, share the learnings from a first-of-its kind type of approach, and to keep momentum.

## 5 Work ahead for the SMO

### 5.1 Approaching urban nodes along the corridor

Preliminary bilateral discussions have been held with several local authorities and organisations that have showed interest to join the SMO. These entities include the City of Turku (Finland), Stockholm (Sweden), the Kvarken Council European Grouping of Territorial Cooperation (EGTC), European Rail Freight Corridor Scandinavian Mediterranean Association, and the Scandria Alliance, among others. Overall objectives and plans for the SMO have been shared, and views and expectations from interested cities have been collected.

Cities and local authorities mentioned above confirmed an interest to be involved in future exchanges and to collaborating with the SMO. Interesting ideas were collected, for instance referring to joint gap analyses on what is missing to fulfil the EU urban nodes requirements and cross-border dimensions of urban nodes along the TEN-T network.

However, concerns and some major challenges have been shared – and in some cases reiterated from previous interaction with other cities representatives - and listed below:

- **Role of local/regional authorities within the process.** The difficulty to fully commit and to clearly identify a responsible at city/regional level on the matter of TEN-T / urban nodes. This is directly linked to the fact that local authorities have been so far kept apart of the main discussions on TEN-T, and they mostly focused on the local and regional level.
- **Commitment.** Directly linked and because of the above, the lack of power and clear responsibilities also brings concerns about the extent that cities can fully commit to the SMO, considering the little funding, resources, and time available. However, all wish to establish a fruitful and mutual exchange and collaboration.
- The **impact on the SMO work from the current legislation process**, which is not completed yet. It is challenging to address and interact with authorities until a final text is approved and enters into force, including “set-in-stone” requirements and engagements.

These challenges are compounded by additional evidence on a more operational level from cities and regions in MOVE21. Some of these are related to the fact that all the involved cities and regions have different types of governance structures for their functional urban area, and that some only have defined their functional urban area for passenger transport but not for logistics (except Rome and Bologna).

To address and better understand urban nodes challenges and how the SMO can help, surveys will be developed.

Going forward, the SMO will invite additional urban nodes along the corridor to join the SMO. The SMO will start with urban nodes that are more familiar with EU-funded projects, as well as those already members of European networks of cities, or part of one of the initiatives / Missions promoted by the EU Commission (Annex I).

The below table reports a summary of the cities, bodies and organisations that have expressed interest in the SMO and are expected to join its future activities.

Urban node / organisation	Country	Additional info
<b>Oslo</b>	NO	MOVE21 LL city
<b>Gothenburg</b>	SE	MOVE21 LL city
<b>Hamburg</b>	D	MOVE21 LL city
<b>Munich</b>	D	MOVE21 replicator city
<b>Bologna</b>	IT	MOVE21 replicator city
<b>Roma</b>	IT	MOVE21 replicator city
<b>Stockholm</b>	SE	MOVE21 cascade city
<b>Turku</b>	FI	SCALE-UP urban node city
<b>Kvarken Council European Grouping of Territorial Cooperation (EGTC)</b>	SE / FI	Includes as members Swedish urban nodes Umeå and Sundsvall
<b>European Rail Freight Corridor Scandinavian Mediterranean Association</b>	All countries along the corridor	
More to join, ideally representatives from missing countries (A, DK) and local authorities from the Southern part of the corridor (IT).		

Table 1: Urban nodes and organisations that will be joining the SMO and / or expressed interested to join.

## 5.2 Upcoming interactions of the SMO

An updated version of the tentative calendar is found below, replacing the one shared in the Scan-Med Observatory Framework Plan (D10.4). These are the foreseen actions starting in September 2023 and extending until April 2025. As the period covers a range of 20 months overall, it is still premature to cover a timeframe longer than then next nine months into details, and the period ranging from May 2024 until the end of the project (April 2025) is open for further evaluation and consideration.

The SMO calendar will be updated every quarter and shared both internally at consortium level and on a dedicated SMO-page on the MOVE21 website. This calendar will provide details about working meetings within the SMO and relevant public events and opportunities for discussion and dissemination.



Year	Meetings	Timeline	Desired outputs of the meetings
2023	<b>SMO Steering Committee</b>	1 (before plenary meetings)	Discuss and agree about the overall direction of the SMO, discuss opportunities for cooperation / synergies and suggest the most suitable way forward.
	<b>SMO Plenary meeting</b>	1 (December)	Overall direction, general feedback from participants from proposed priority topics and inputs about most pressing and relevant issues to focus on.
	<b>SMO Priority topic meetings</b>	1 (Q4)	Gather feedback about open questions and more specific topics (e.g. via the completion of short surveys, or via the use of interactive tools such as Miro, Mentimeter etc.)
2024	<b>SMO Steering Committee</b>	1 / 2 (before plenary meetings)	Discuss and agree about the overall direction of the SMO, discuss opportunities for cooperation / synergies and suggest the most suitable way forward.
	<b>SMO Plenary meeting</b>	1 / 2 (mid and end of the year)	Overall direction, feedback from participants about proposed priority topics and most relevant issues and work discussed so far.
	<b>SMO Priority topic meetings</b>	4 (Q1, Q2, Q3, Q4)	Gather feedback about open questions and more specific topics (e.g. via the completion of short surveys, or via the use of interactive tools such as Miro, Mentimeter etc.)
2025	<b>SMO Steering Committee</b>	1 (before plenary meeting)	Discuss and agree about the overall direction of the SMO, discuss opportunities for cooperation / synergies and suggest the most suitable way forward.
	<b>SMO Plenary meeting</b>	1 (Q1)	Overall direction, summary of the most relevant feedback collected. Define next challenges / topics to be addressed, and possibly next steps for future work beyond MOVE21 lifetime.
	<b>SMO Priority topic meeting</b>	1 (Q1)	Gather feedback about open questions and more specific topics (e.g. via the completion of short surveys, or via the use of interactive tools such as Miro, Mentimeter etc.)

Table 2: Updated list of meetings to be tentatively organised within the SMO.

Events	Timeline	Output of the meetings
<b>Participation at Urban Mobility Days</b>	Sevilla, 4-6 October 2024 (confirmed)	Update from the Commission about the completion of the revised TEN-T Directive, expectations from the Commission, sharing of views with other urban nodes and key representatives. Momentum and inputs for work on SMO priority topics.
<b>Participation at POLIS Conference</b>	Leuven, 29-30 November 2023 (confirmed)	Feedback from speakers, moderator and the audience. Inputs to the work of the SMO.
<b>Participation at Corridor Forum of the TEN-T Scandinavian Mediterranean corridor</b>	To be confirmed between September 2023 and April 2025, depending on the agenda drawn by the EU Coordinator of the TEN-T Scandinavian Mediterranean corridor.  First opportunity expected in November 2023, to be confirmed.	Interaction with TEN-T Governing Board, know more about their expectations, ambitions, and ongoing work. Check opportunities for further collaboration and inputs for the work of the SMO.
<b>Participation at Urban Nodes Forum</b>	Two will be organised between September 2023 and April 2025, but the dates are still to be confirmed.	Sharing of best practices, views, and future plans of other urban nodes from all corridors.
<b>Participation at Connecting Europe Days</b>	Brussels, 2-5 April 2024 MOVE21 stand-alone event confirmed.	Interaction and exchange between TEN-T public and private stakeholders, EU policy makers and officials, urban nodes representatives. Check opportunities for further collaboration and inputs for the work of the SMO. Proceedings of the event and wide dissemination done by the two cities' networks involved (POLIS and EURO CITIES).
<b>Participation at CIVITAS Forum 2024</b>	Q4 2024, to be confirmed	Still to be defined.
<b>Participation to other opportunities</b>	To be confirmed between mid-2023 and April 2025.	Still to be defined.

Table 3: Updated list of events to be tentatively organised within the SMO.



Further details on the contents and goals of meetings and events are reported in the table below:

Meeting / event	Description
<b>Steering Committee</b>	Its aim is to secure that the SMO fulfills its role as detailed in this deliverable and the Scan-Med Observatory Framework Plan (D10.4), suggest the most suitable way forward and to secure that the organisational set-up will outlive the project duration.
<b>Plenary meetings</b>	Coordinated and convened by WP10, they are foreseen once per year, to provide momentum, overall direction and relevant updates at the policy level, and exchange about priority topics at a general level.
<b>SMO Priority topic meetings</b>	Coordinated and convened by WP10, they are focused discussions are expected to be convened between plenary meetings. The interest of each city in specific priority topics will be assessed when they will be invited to join the SMO, to gather more information and clarity about their interests and future commitments. Based on the feedback received, specific topic clusters or subgroups could be formed to better streamline the work and enhance its efficiency.
<b>EU Coordinator Corridor Forum</b>	Interactions with the Corridor Forum / Ideas Laboratories organised within the TEN-T Scandinavian – Mediterranean corridor platform.
<b>Policy dialogues</b>	At least two policy dialogues are to be organised with local politicians and relevant EU institutions about strengthening the role of urban nodes in EU policy. First one to take place at the POLIS Conference 2023, second one in conjunction with the CEDs 2024.

Table 4: Additional information about contents and goals of SMO working meetings and events.

### 5.2.1 Urban Mobility Days 2023

MOVE21 will attend the [Urban Mobility Days](#) (UMDs), taking place in Sevilla between 4-6 October 2023. The Commission has requested learning from the approach of the MOVE21 project and the SMO will be highly informative and valued by the participants. The meeting serves as the first shadow-meeting of the future urban nodes. The objective is to raise awareness on the new upcoming TEN-T Regulation (under co-decision process) and the increased role of urban nodes, including the new requirements regarding SUMP and sustainable urban mobility indicators (SUMI). The meeting is restricted to representatives of urban nodes and national and regional authorities in charge of urban mobility and TEN-T policy and organised by the DG MOVE.

### 5.2.2 POLIS Conference 2023

The POLIS Conference provides an opportunity for cities and regions to showcase their transport achievements. Among the more than thirty sessions organised, one of those will be focused on TEN-T and urban nodes with a strong MOVE21 contribution (City of Oslo and Rome), which is expected to provide input and feedback for the SMO. The exhibition area will also be an opportunity for cities and local authorities to know more about the SMO and get involved (expression of interest / information material available on the project and SMO will be available in the exhibition area / project stand).

### 5.2.3 Dialogue with the EU Coordinator of the Scandinavian – Mediterranean TEN-T corridor

Dialogue and interaction is ongoing with the EU Coordinator of the Scandinavian – Mediterranean corridor, since the launch event of the SMO held at the EU Week of Regions and Cities at the end of 2022. Possibility to involve the SMO to the works of the next Corridor Forum that will be organised in November 2023 in Brussels.

### 5.2.4 Connecting Europe Days 2024

As communicated by the European Commission, the next edition of the [Connecting Europe Days](#) (CEDs) is scheduled between 2-5 April 2024 in Brussels, under the Belgian Presidency of the Council of the European Union. An in-person event in conjunction with the CED will be jointly promoted and organised by POLIS, EUROCITIES and the City of Oslo. The MOVE21 team will liaise with key representatives from DG MOVE to inform them of the idea and make sure that there are no overlaps or conflicts with the official programme of the CEDs.

## 6 Conclusions

The revision of the TEN-T Directive is expected to end its legislative process in the upcoming months and finally become EU law at the end of 2023, or at the beginning of 2024. Cities and local authorities, as newly assigned urban nodes along the TEN-T network, will then know with certainty the requirements expected to be fulfilled by them by 2025, 2030 and 2040.

The ongoing discussion and iterative process between the EU co-legislators, the European Commission, the Council and the Parliament, gives an idea of such requirements and the level of ambition required to achieve them. Most relevant articles and amendments highlighting what the revised Directive will mean for urban nodes have been explained in this deliverable and provide direction for the SMO. In a nutshell, the SMO will aim to:

- ➔ Collect feedback from selected urban nodes about the five priority topics identified and to better streamline the process of integration of urban nodes within the TEN-T network.
- ➔ Provide actionable input to the European Commission and other actors that can find fertile ground for potential future follow-up actions that aim to keep the SMO alive after the end of the MOVE21 project.

The SMO – as a first-of-its-kind attempt – aims to continue its activities and scope of work beyond the MOVE21 project duration as explained in this deliverable and the Scan-Med Observatory Framework Plan (D10.4). The allocation of additional funding and follow-up actions of the SMO is likely necessary for this and to make sure that the SMO becomes a permanent body and its experience can be replicated in other contexts. A close dialogue with relevant players from the EU institutions will be set in due time to keep momentum and suggest credible and viable options.

## 7 References

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Rupprecht Consult (editor), (2019). *Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan, Second Edition.* ([LINK](#))

## Annex A Urban nodes along the Scandinavian – Mediterranean corridor

Urban node	Country code <sup>4</sup>	POLIS / EUROCITIES member	MOVE21 partner	SUMI partner	100 Climate-neutral Cities Mission	On several TEN-T corridors
Oulu / Uleåborg	FI	X				
Lathi	FI	X		X	X	
Helsinki	FI	X		X	X	
Turku - Naantali	FI	X		X	X	
Umeå	SE	X			X	
Sundsvall	SE					
Gävle	SE				X	
Uppsala	SE	X				
Örebro	SE					
Stockholm	SE	X	X	X	X	
Norrköping	SE					
Linköping	SE	X				
Jönköping	SE					
Göteborg	SE	X	X	X	X	
Halmstad	SE					
Lund	SE				X	
Helsingborg	SE			X	X	
Malmö	SE	X		X	X	
Copenhagen	DK	X			X	
Odense	DK					
Aalborg	DK	X				
Århus	DK	X		X	X	
Kiel	DE	X				
Rostock	DE					
Lübeck	DE					
Hamburg	DE	X	X			X
Bremerhaven	DE					X
Bremen	DE	X				X
Hannover	DE					X
Berlin	DE	X				X
Potsdam	DE					X
Hildesheim	DE					
Göttingen	DE					
Leipzig	DE	X			X	X
Halle	DE					
Kassel <sup>5</sup>	DE					

<sup>4</sup> [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Glossary:Country\\_codes](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Glossary:Country_codes)

<sup>5</sup> German Hessen State is a POLIS member, the city is included within this region.

Gießen	DE					
Offenbach <sup>6</sup>	DE					
Frankfurt am Main <sup>7</sup>	DE	X				
Würzburg	DE				X	X
Nürnberg	DE	X				
Fürth	DE					
Erlangen	DE					X
Regensburg	DE					X
Ingolstadt	DE					X
Landshut	DE					X
Augsburg	DE					
München	DE	X	X		X	X
Innsbruck	AT					
Bolzano / Bozen	IT					
Trento	IT					
Verona	IT					X
Modena	IT					X
Bologna	IT	X	X		X	X
Forli	IT					
Rimini	IT					
Ancona	IT					
Prato	IT				X	
Firenze	IT	X		X	X	
Livorno	IT					
Roma	IT	X	X		X	
Latina	IT					
Napoli	IT					
Salerno	IT					
Foggia <sup>8</sup>	IT					X
Andria <sup>9</sup>	IT					X
Bari	IT	X				X
Taranto	IT	X				X
Reggio Calabria	IT	X				
Messina	IT					
Catania	IT					
Siracusa	IT					
Palermo	IT	X				
Valletta	MT					X

Table 5: Updated list of newly selected nodes along the Scandinavian – Mediterranean corridor of the TEN-T network.

<sup>6</sup> See above.

<sup>7</sup> See above.

<sup>8</sup> Italian Puglia region is a POLIS member, the city is included within this region.

<sup>9</sup> See above.