Role of urban nodes and SUMP in achieving goals of TEN-T Network

SUSTAINABLE URBAN MOBILITY CONFERENCE
Mobility for everyone

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Content

- Trans-European Transport Network (TEN-T), infrastructure requirements and policy reforms
- Multimodality and urban nodes
- Clean bus and Clean Fleet Platform

Trans-European Transport Network (TEN-T), infrastructure requirements and policy reforms

Western Balkans Eastern Mediterranean Core Corridor and TEN-T Network

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Railway Network 2024

TODIS WESTERN BALKAN TRANSPORT OBSERVATORY

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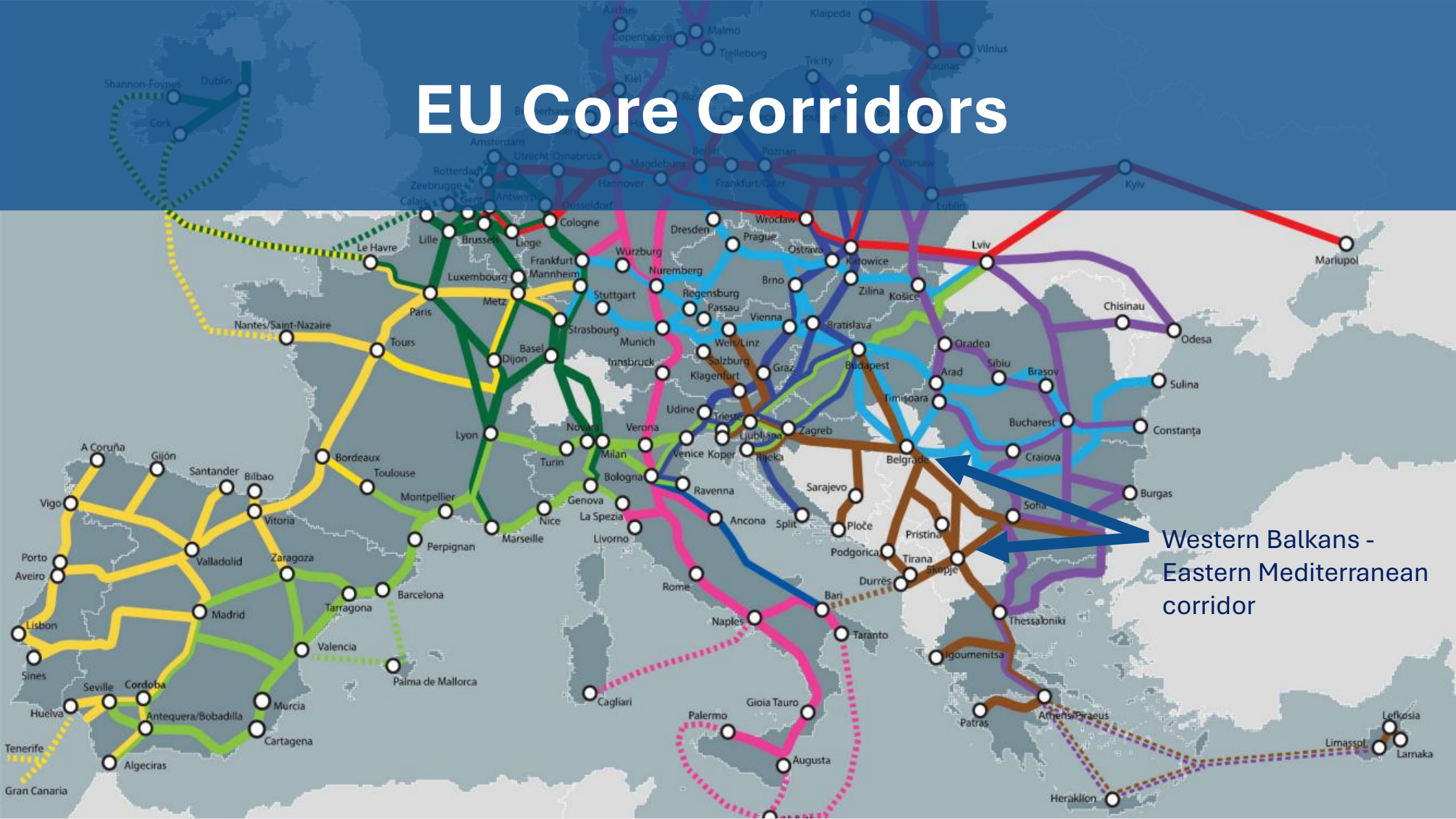
TEN-T Road Network

TODIS WESTERN BALKAN TRANSPORT OBSERVATORY

EU Core Corridors



80 TEN-T transport projects
>
€ 25.8 billion

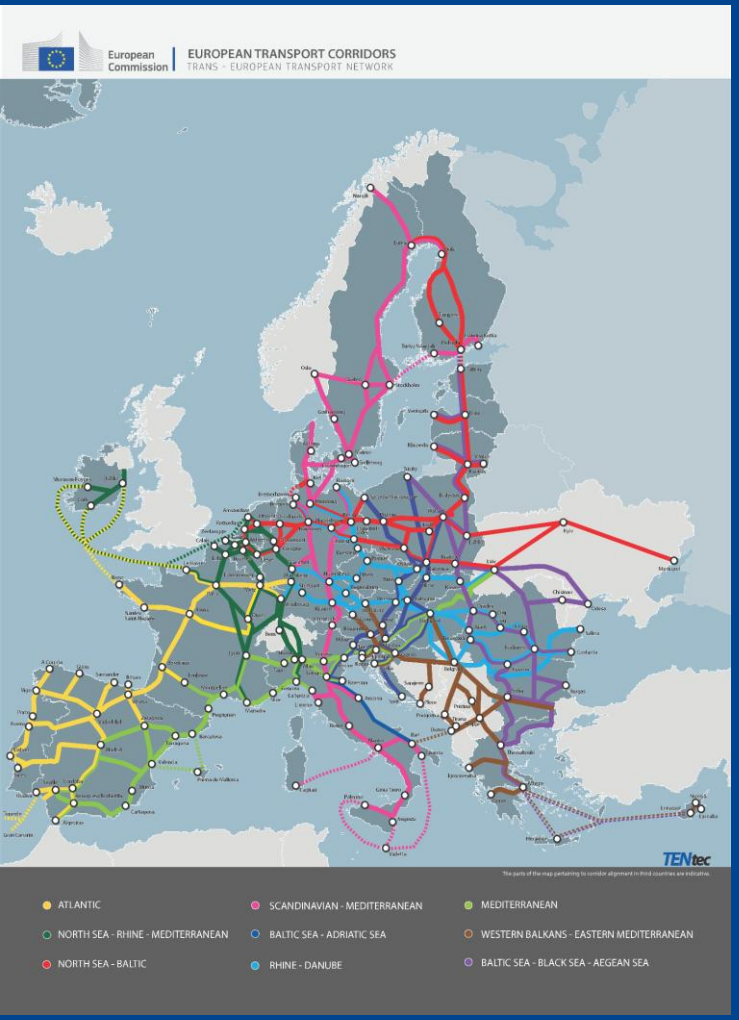
TEN-T in Western Balkans

Priority projects

- **37** Roads (> **€ 13.1 billion**)
- **27** Railway (> **€ 11.5 billion**)
- **8** ports (> **€ 623 million**)
- **6** Inland Waterways (> **€ 382.8 million**)
- **2** Airports (> **€ 95 million**)

Multimodality and urban nodes

Revised TEN-T Regulation



- 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 **431 urban nodes**
- Specific provisions / **requirements** for urban nodes

New regulation published on 28 June as Regulation (EU) 2024/1679.

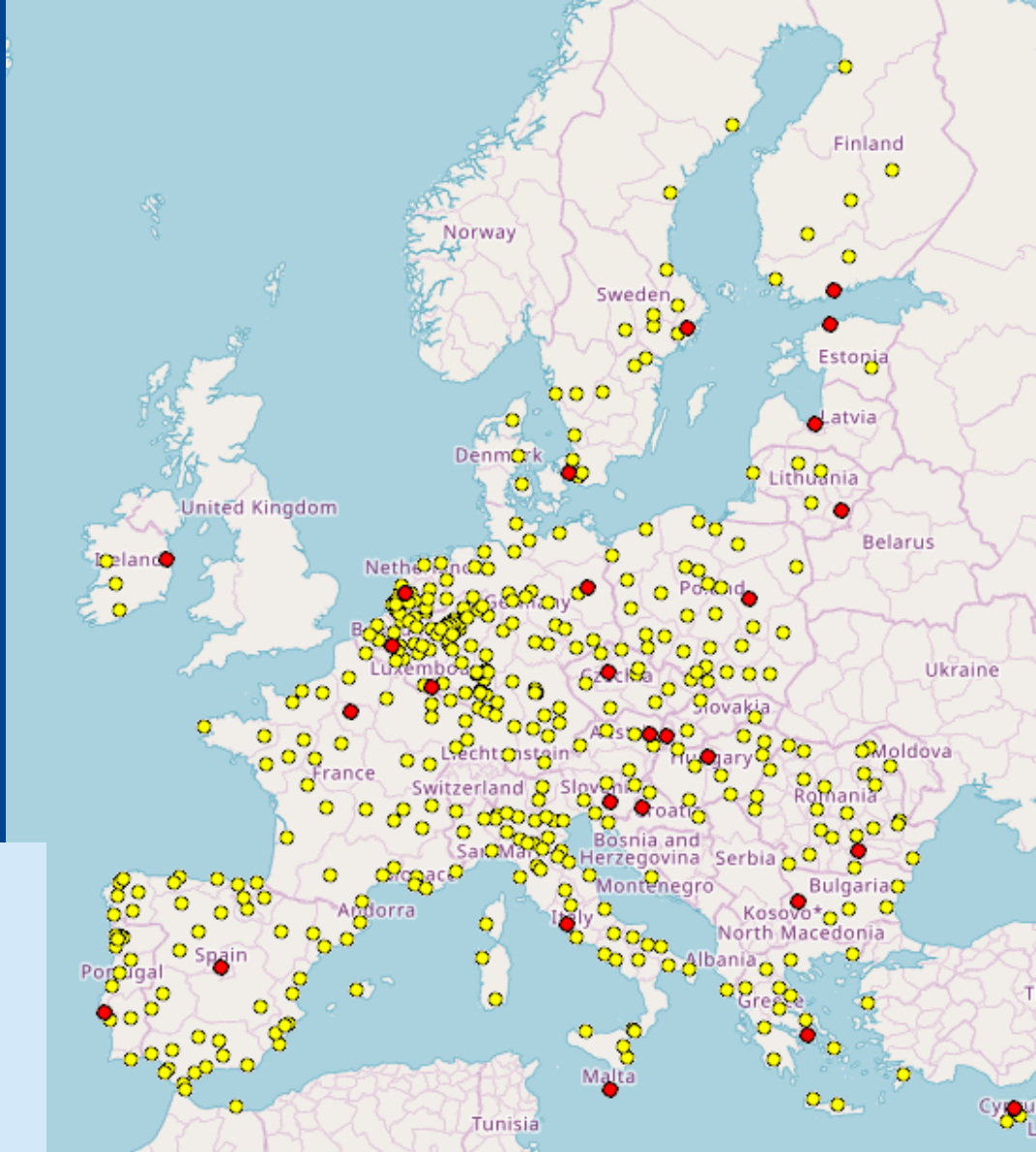
Entry into force 18 July 2024.

Urban Nodes

Overall vision: to better integrate the urban dimension into the TEN-T

- definition of a wider network of 431 urban nodes on the TEN-T:
  - population of 100.000 inhabitants or more, or
  - main node of a NUTS 2 region
- Annex II – list of urban nodes

Urban node *is 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 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 infrastructure for active modes***



Urban nodes requirement - timeline

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2025	2027	2030	2040
national SUMP contact point **national SUMP support programme** Mid-2025 **Implementing Act** on the collection of urban mobility data	Sustainable Urban Mobility Plan (**SUMP**) in line with Annex V Collection of **urban mobility data** per node in the fields of sustainability, safety and accessibility	Development of **multimodal passenger hubs** *to facilitate first and last mile connections, including the facilitation of access to public transport infrastructure and* ***active mobility***	Development of at least one **multimodal freight terminal** *allowing for sufficient transhipment capacity within or in the vicinity of the urban node*

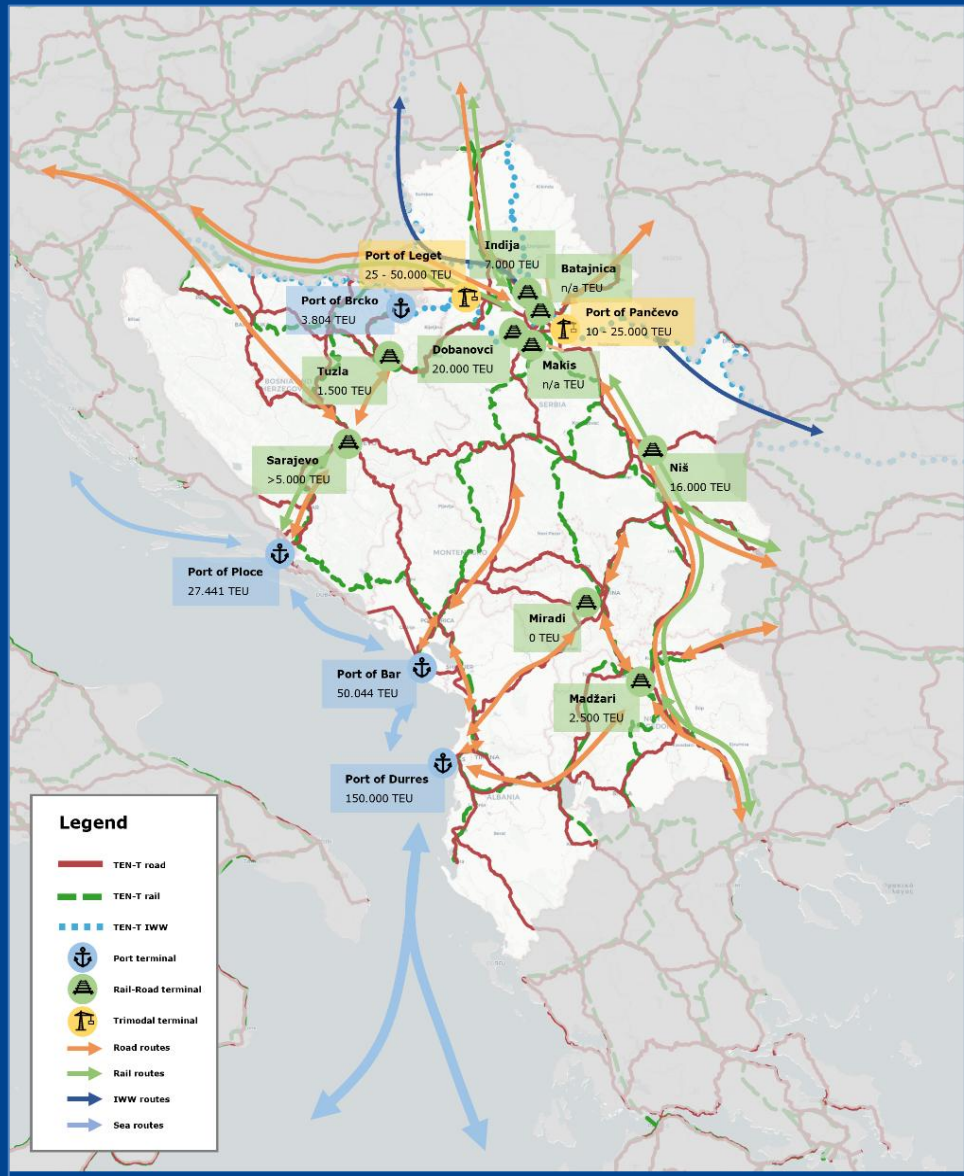
Guidance (Annex V) : SUMP should have

1. Goals and objectives
2. Long-term vision and short-term implementation plan
3. Integration of the different modes of transport
4. Effective functioning of the TEN-T network
5. Participatory approach
6. Monitoring and performance indicators

SUMP

Regional Partner	City/ Municipality	SUMP Development Support
North Macedonia	Skopje	IPA - II SUMP generation in preparation
North Macedonia	Ohrid	GIZ (SUMP solution)
North Macedonia	Veles	Jovan Hristoski University Mother Teresa, Skopje, North Macedonia Goran Jovanovic APPIA DOO Ljubljana, Slovenia Andon Petrovski 24 ING DOOEL Bitola, North Macedonia Olivera Petrovska 24 ING DOOEL Bitola, North Macedonia
North Macedonia	Bitola	GIZ (SUMP solution)
North Macedonia	Butel	TBC
North Macedonia	Kumanovo	GIZ + municipal budget
North Macedonia	Kavadarci	GIZ (SUMP solution)
North Macedonia	Karposh	GIZ (SUMP solution)

Multimodal terminals



Clean Bus and Clean Fleet Platform

Why the Clean Bus Platform Matters

- Tackles climate, air pollution, and energy challenges
- Supports zero-emission fleet transition in SEE
- Builds knowledge, capacity, and finance access
- Aligned with EU policies and Green Agenda

1. **Clean Energy Adoption**: Shift to electric and hydrogen-powered buses.
2. **Green Technologies**: Focus on efficiency, battery lifecycle, diagnostics, and sustainable disposal.
3. **Infrastructure development**: Charging/refuelling stations, digital systems,
4. **Incentives & Funding**: provision of incentives, grants, and funding opportunities to support the procurement of clean buses and the establishment of necessary infrastructure.
5. **Data & Transparency**: Regional data platform and benchmarking.
6. **Collaborative Partnerships**: Public-private alliances and multi-city programmes

- Directive 2009/33/EC – Clean Vehicle Directive
- AFIR and TEN-T – green, connected urban nodes
- Green Agenda, EIP 2021–2027
- Green Mobility Declaration (2024) – regional commitment

Key operational blocks for deployment platform and expert groups will be

- 1. **Legal Transposition**
  - Support for aligning national frameworks with EU directives.
- 2. **Capacity Building**
  - Training and knowledge-sharing on procurement, operations, and financing.
- 3. **Technical Assistance & Project Preparation**
  - Guidance on project design, feasibility, fleet planning, infrastructure.
- 4. **Procurement & Financing**
  - Advisory on tenders, PPPs, aggregation models, mobilisation of private capital.

- Ministries of Transport, Climate, Energy
- Cities, PT authorities, and operators
- IFIs: EIB, EBRD, KfW, WB, AFD, others
- Partners: GIZ, JASPERS, UITP
- Focus on TEN-T urban nodes and all interested cities

- Our Role – Transport Community->Facilitate the Platform and coordination

- Engage stakeholders and experts
- Institutional & fleet diagnostics
- TA & capacity needs assessment
- Develop investment framework
- Align with IFIs and donor support

→ Work programme of the Platform

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Thank you for your attention