



Mr. Pat Cox
European Commission
DG Mobility and Transport
B – 1049 Brussels

COPY:

Hugues Van Honacker, Team Leader, DG MOVE, Unit C1 - Clean transport and urban transport

Gudrun Schulz, Team Leader, DG MOVE, Unit B1 --Trans European Network

Marc Major, Team Leader, DG MOVE, Unit C1 - Clean transport and urban transport

Brussels, 24 November 2014

Dear Mr. Cox,

As Coordinator of TEN-T Scandinavian-Mediterranean Corridor, you play a major role in the drafting of the workprogramme for your corridor. Therefore we want to share our views with you on the importance of urban nodes in building the trans-European transport network.

Urban nodes are part of both the multiannual and the annual 2014 CEF Transport Calls published on 11 September. UITP, representing more than 400 urban, suburban and regional public transport operators and authorities from all member states, POLIS, the network of over 65 Cities and Regions working on innovative urban mobility, and EMTA, the forum for collaboration and exchange of information and practice experience among 25 public transport authorities from 16 EU-countries, **very much welcome this opportunity for further developing urban nodes as essential elements of the trans-European transport network.**

Urban areas play a major role in the European economy. 80% of the European Union's GDP is generated in urban areas, which gather about 75% of the European population.

Urban areas are key points in most, if not all, journeys: they are not only the first and last miles of long distance journeys, they also serve as connecting points, linking transport modes and corridors. Well developed and maintained urban transport infrastructure greatly helps removing bottlenecks.

Besides, developing urban nodes helps making the TEN-T visible to the citizen, who sees a direct, close, immediate benefit.



Urban nodes therefore deserve a great attention when setting the priorities of TEN-T corridors' workprogrammes.

For instance, the French Government and Paris Region have decided to launch the **Grand Paris** project, including the creation of four new automated lines and the extensions of two existing lines. The goal is to connect the economic poles of the Parisian region to airports, railway stations and Paris city center. Then the southern extension of the automated metro line 14 will develop the urban node of Orly, connecting it to the airport but also to the major railway stations of Gare de Lyon and Gare Saint-Lazare. Therefore line 14 will become one of the most important automated line in the world with an estimated traffic of near to one million trips per day. In the same way the future line 17 will join the hub of the major Charles de Gaulle airport already connected with main lines. This new multimodality would fill in the current shortfall of public transport offer in this part of the **North Sea-Mediterranean and Atlantic Corridors.**

Similarly, in **Stuttgart**, it is planned to prolong the urban light rail network of line U6 to the Airport/Fairground. Stuttgart Airport is already today a TEN-T node and will be further developed by the railway project Stuttgart 21. Besides the construction of Stuttgart central station in the city centre, the Stuttgart 21 project also foresees the construction of a new Stuttgart Airport railway station linking the airport with the future high speed railway line Stuttgart-Ulm (Rhine-Danube corridor Paris-Strasbourg-Karlsruhe-Stuttgart-Munich-Vienna-Bratislava). In addition, the main long distance coach station for Stuttgart will be built in close vicinity at the airport. With this development, Stuttgart Airport will become a major multimodal node in the Stuttgart region linking long distance transport with regional/local transport. In the future, the extension of the urban light rail network (line U6) until Stuttgart Airport (3km) will provide for the fastest urban rail connection between the airport and the city centre. It also enhances the connectivity of the whole Southern part of the city with the future multimodal node.

The UK's Government announcements around **Birmingham's** forthcoming High Speed 2 (HS2) rail stations will play a major role on the **North Sea – Mediterranean Corridor**. HS2 not only will significantly shorten journey times but will also place 30% of the UK population within 60 minutes of Birmingham Airport and the National Exhibition Centre (NEC). It is vital that there is excellent connectivity between the proposed HS2 Birmingham Interchange station and the rest of the network, and between the rail hubs and the Airport itself. Considering the above, there is a need to identify and develop the optimum transport solution required to create and Integrated Transport Hub connecting the proposed new High Speed Rail (HS2) station at Birmingham Interchange with the existing TEN-T railway station at Birmingham International, Birmingham Airport, the National Exhibition Centre (NEC) and local public transport services.

The example of **Rotterdam** and 'De Verkeersonderneming' (The Traffic Company) is also telling. To keep the region of Rotterdam accessible, the City of Rotterdam is cooperating with the city-region, the Port of Rotterdam and the National Ministry (Rijkswaterstaat). The stakeholders established a cooperation structure: De Verkeersonderneming (The Traffic



Company). This organization makes smart use of infrastructure, teleworking and smart mobility to keep Rotterdam accessible. The activities of the organization address Rotterdam seaport area as well as the city of Rotterdam and affect TEN-T infrastructures. The organization coordinates a budget of 170 million euros for the next three years to tackle congestion.

We hope that the very practical examples we have described will be helpful to you when finalizing the workprogramme of your corridor. We hope you will involve or inform urban transport nodes stakeholders in your activities. EMTA, Polis and UITP are available to help establishing contact if needed.

From our side, we will further inform our members, and build capacity about urban nodes in the TEN-T. We remain available for further information, you may need from us.

Best regards

A handwritten signature in black ink, appearing to read 'Alain Flausch'.

Alain Flausch
Secretary General UITP

A handwritten signature in black ink, appearing to read 'Geoff Inskip'.

Geoff Inskip
President EMTA

A handwritten signature in black ink, appearing to read 'Karen Vancluysen'.

Karen Vancluysen
Executive Director POLIS



About UITP:

UITP is the international association representing public transport stakeholders. In the European Union, UITP brings together more **than 400 urban, suburban and regional public transport operators and authorities from all member states** and is consequently recognized as a key interlocutor for the European institutions and other bodies.

UITP represents the perspectives of short distance passenger transport services by all sustainable modes: bus, regional and suburban rail, metro, light rail and tram and waterborne. These services are often organised in integrated public transport networks covering metropolitan areas and other specific territories.

About POLIS:

Polis is a network of European cities and regions working together to develop innovative technologies and policies for local transport. With over 65 members, we work with transport experts at local level in the cities and regions' transport departments and transport authorities.

Our aim is to improve local transport through integrated strategies that address the economic, social and environmental dimensions of transport. To this end, Polis supports the exchange of experiences and the transfer of knowledge between European local and regional authorities. It also facilitates the dialogue between local and regional authorities and other actors of the sector such as industry, research centres and universities, and NGOs.

About EMTA:

European Metropolitan Transport Authorities (EMTA) is a forum for collaboration and exchange of information and practice experience among 25 public transport authorities from 16 EU-countries that carry out contracting, planning and integrating public transport services. EMTA fosters sustainable innovation of transport services and mobility solutions in its member cities by sharing knowledge, increase collaboration with peer stakeholders and contribute to the development of European framework rules for transport, mobility and related infrastructure schemes. Visit our website www.emta.com