POLICY BRIEF

PLANNING URBAN AND TRANS-EUROPEAN MOBILITY TOGETHER

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Background

The new EU TEN-T regulation of 2024 outlines a set of novel requirements that 431 European cities are expected to fulfil. Among others, these include the adoption of Sustainable Urban Mobility Plans (SUMPs) and the development of multimodal passenger hubs and freight terminals. Fulfilling the ambitions in the revised TEN-T Directive poses new challenges and opportunities for European cities.

MOVE21, a European innovation project funded by the EU, invited European cities designated as urban nodes in the new TEN-T regulation and mobility professionals to discuss challenges and opportunities in Oslo in April 2024. The event was hosted by the City of Oslo and co-organised by the City of Oslo, Eurocities and POLIS.

A fundamental question for the conference was: What collaborative efforts are essential along transport corridors to enhance connectivity within and between urban nodes?

Participants outside the Oslo City Hall.
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An informal stocktaking among the 97 participants and the 24 cities and regions represented at the start of the conference revealed concerns about multi-level governance and legal administration. About 15% of the attending urban nodes are in the process of taking action on the new TEN-T regulation while the majority are still untangling what needs to be done and by which administration at which level of government.

The conference was opened by the Governing Mayor of the City of Oslo, Eirik Lae Solberg, emphasising the need for cross-border collaboration between European cities.

Governing Mayor for the City of Oslo, Eirik Lae Solberg.
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Political panel: collaboration on the Scan-Med corridor and across levels

Marit Vea, the Vice Mayor for Environment and Transport for the City of Oslo, reminded the audience of Oslo's ambitious climate goal of a 95% reduction in climate emissions by 2030. Half of Oslo's total emissions come from transport, yet 70% of daily trips are already made by walking, biking or public transport. However, according to Oslo's Vice Mayor, these sustainable modes of transport will need to increase. This objective aligns with Norway's national goal of achieving zero-growth in selected urban areas, aiming for any increases in trips within larger cities to primarily occur through walking, biking, or the use of public transport. Vea also noted that the City of Oslo is in the process of developing its green mobility plan which will be built on the SUMP principles.

An impressive 90% of new car sales are electric vehicles and about 40% of the existing car fleet in Oslo is electric. These noteworthy numbers come with a bitter aftertaste: the bigger the electric vehicle share is in Oslo, the less the city receives in funding from the toll ring. This results in less funding going towards building and upgrading public transport infrastructure such as a new metro line to the neighbouring municipality or cycling infrastructure across the city. Vea pointed out that this issue **emphasises the need for the funding model to be overhauled alongside the infrastructure itself**. The city needs to develop a balanced portfolio of push and pull measures to reach the zero-growth target, and new

negotiations on both national and regional levels are necessary. As Vea pointed out, although it is quite easy to aim for a sustainable modal split inside the city, **there is also a clear need for investments in rail infrastructure on the national level in order to meet challenges on the functional urban area level.** Since both the connections to Stockholm and Gothenburg also cater for sustainable transport in the Oslo region, the significant investments in the city also need national contributions.

Sergio Lo Giudice, Head of Cabinet at the Metropolitan City of Bologna and Deputy Mayor for Labour for the Municipality of Bologna highlighted Bologna's strategic position in the European transport network. Bologna is situated at the crossroads of no less than three TEN-T core network corridors. Lo Giudice detailed the large infrastructure projects underway in Bologna and its functional urban area, reminding the audience of the core multimodal position of the central station in Bologna. According to Lo Giudice, **the TEN-T network focus must be to clarify territorial development and priorities**.

In Bologna, the logistics dimension is important. Bologna has a strategically important freight hub for Europe, and there needs to be a **clear connection between urban mobility planning codified in SUMPs and TEN-T planning and infrastructure**. Bologna has several ongoing large infrastructural development projects. One such project focuses on the connection between the central train station and airport and increasing rail services on the metropolitan railway. Two new tram lines are also set to be finished by 2026 to further connect rail and bus services. Lo Guidice also highlighted Interporto as an important hub for international logistics and part of TEN-T plans.

Anni Sinnemäki, Deputy Mayor for Urban Environment for the City of Helsinki, opened by pointing out two dimensions that define Helsinki's transport system. Firstly, the Helsinki region and metropolitan area is expanding and the growth in transport should come as an increase in sustainable transport modes. Secondly, Helsinki is committed to reaching climate neutrality by 2030. Reaching the goal will require an increased focus on walking, biking and public transport as the preferred modes of transport much like in the City of Oslo. As of today, 74% of daily trips in Helsinki are already done using these sustainable modes.
Helsinki sits on the intersection of two TEN-T core network corridors which now include a geopolitical dimension due to Russia's war of aggression in Ukraine. For Helsinki, the connection to Tallinn in Estonia remains important. Currently, the focus is on public transport infrastructure to the port that connects Helsinki and Tallinn.

From right to left: Karen Vancluysen (POLIS), Anni Sinnemaki (City of Helsinki), Eugenio Patanè (City of Rome), Marit Vea (City of Oslo), Sergio Lo Giudice (City of Bologna). © Rikke Dahl Monsen/City of Oslo

Sinnemäki mentioned the investments in the tram network with 1.3 billion euros going towards tram and light rail infrastructure in the years leading up to 2030. The majority of the investments come directly from the city with smaller funding from the national government. Sinnemäki further emphasised the strong role and collaboration of cities for public transport. Nine municipalities in the Helsinki region have a joint public transport system and planning for the next 10-15 years. According to Sinnemäki, **the main challenge for Helsinki is the misalignment of incentives on local and national levels.** One example of this misalignment is the increased VAT on public transport and the decreased VAT on petrol. Helsinki recognises the importance of close collaboration between national and local levels, particularly concerning urban nodes where intercity connections are vital. **This collaboration is especially crucial for planned light rail and metro connections linking the port, city centre, and the airport.**

Eugenio Patanè, Deputy Mayor for Transport for the City of Rome, said that Rome's transport policy priorities are designed according to the Rome Sustainable Urban Mobility Plan which

was approved in 2022. The plan, which Patanè likened to a Bible for transport policy, is also integrated at the metropolitan level. This is made easier by the fact that the Mayor of Rome is also the Mayor of the Metropolitan Area, which allows for more integrated planning for the functional urban area. Citizens from 121 different municipalities (equivalent to one million people), enter Rome daily. Therefore, close alignment on the functional urban area level is needed. Patanè stressed that **politicians need to be willing to implement unpopular measures to curb the use of the private car.**

Rome has doubled its modal share of biking and is adding 150 km of bike lanes around the historical centre of Rome. The Deputy Mayor highlighted the large investments for public transport infrastructure: the electric buses, 11 tram lines and new metro convoys. Patanè also highlighted the importance of transforming Tiburtina and Termini into proper multimodal nodes and stations. He also reminded of **the importance of integrated freight and passenger transport**. For this reason, Rome is implementing eight hubs for freight inside the metropolitan area where freight will be reloaded to smaller vehicles. He closed by mentioning the large zero emission zone currently being implemented in Rome.

All four Vice and Deputy Mayors agree that the EU and Member States must prioritise urban nodes. There was also a recognition of the need for improved classifications. **Europe's 431 urban nodes have different characteristics and needs** that should be reflected in policy work. All agree that **transport is not only about infrastructural connections but also the service and quality of those connections** to ensure a positive user experience at the EU level.

Planning and linking sustainable urban mobility with TEN-T

A central tenet in MOVE21 is the need for more integrated approaches to urban mobility, land and energy use. This requires both vertical integration across different governance levels and horizontal integration across different policy and planning domains – a mission impossible?

The panel addressed the integration of land use and transport planning, examining the role of national frameworks as either enablers or barriers, as well as the social aspects involved in transport planning. All agreed that **a more interdisciplinary approach is needed** as well as more horizontal collaboration (between different departments or sectors on the same governance level) and on a vertical level (between different governance levels).

Alessandro Delpiano, Director of the Territorial Planning Department of the Metropolitan City of Bologna, highlighted that governance for the city and metropolitan area is the same for the 40 largest cities in Italy. This serves as an advantage when planning for the functional urban area and in the context of TEN-T urban nodes.

From left to right: Thomas Lymes (Eurocities), Cecilia Braun (EGTC Rhine-Alpine corridor), Henrik Zetterqvist (Swedish Transport Administration), Alessandro Delpiano (City of Bologna), Magnus Sigfússon (City of Gothenburg), Morten Wasstøl (City of Oslo). ©Rikke Dahl Monsen/City of Oslo.

Morten Wasstøl, Director General of the Department of Urban Development in the City of Oslo, pointed out that there is not one singular Mayor for the functional urban area like in Italy. Since 2015, Oslo has had a regional plan for land use and transport together with its neighbouring county Akershus. According to Wasstøl, the regional plan will likely be revised in 2024. The number of plans, agreements and the parties involved in these vary as well as the authorities and their legal mandates. This makes for a quite complex yet mature system when compared to many other parts of Europe. It requires **strong negotiation skills, prioritisation and a strong endorsement on the political level**, explained Wasstøl.

The relationship between the local and national level has a similar dynamic in Sweden

according to Magnús Sigfússon, Director of City Planning, City Development and External Affairs in the City of Gothenburg. Land use and transport planning is based on several agreements and political discussions. **However, it is possible to combine several projects under one umbrella to create a more strategic approach to make the pieces of the puzzle fit into a bigger whole.**

The West Sweden Agreement demonstrates how several authorities can come together to prioritise land use and transport planning through multi-level governance agreements with many sub-projects. The agreement secures investments in road, rail and public transport. Yet, funding and the question of who foots the bill remains a challenge. According to Sigfússon the most important issue for Gothenburg is clarity on funding when there is no clear majority in a political context.

Dr. Cecilia Braun, Director of the EGTC Rhine-Alpine Corridor, highlighted the **need for awareness of the corridor level in local and regional land use and transport planning.** There are interconnections and interrelations between these levels which need to be understood. The EGTC Rhine-Alpine Corridor is an interregional alliance for territorial cooperation founded in 2015. Dr. Braun said that being an interface between urban nodes and corridor level makes it easier to push for joint international and cross-border priorities. She stressed that **cross-border collaboration is needed to identify joint challenges and leverage common goals on corridor level and in negotiations**, and that the alliance she represents and other organisations can be aggregators and interfaces between cities and corridor politics to connect corridor plans with urban nodes' plans.

Henrik Zetterquist, Senior Project Manager at the Swedish Transport Administration, pointed out that accessibility needs to be included in discussions on transport or traffic and that **accessibility is about land use and digitalisation.** Multimodality and public transport do not recognise municipal borders, according to Zetterquist, and cities need to plan for the functional urban area and not on the metropolitan area level. According to Zetterquist, more than half of Swedish cities have Sustainable Urban Mobility Plans, but do not use these as planning tools but rather as visions. Sweden organized a SUMP programme over a decade ago to incentivise more strategic land use and transport planning, yet most plans are not used that way. The legislative framework needed to plan for a system is lacking, making urban leadership crucial and requiring both formal and informal relationships.

How do we better integrate urban mobility and the TEN-T level, what are the gaps that we need to close?

Master of ceremony Tiina Ruohonen (City of Oslo). ©Rikke Dahl Monsen/City of Oslo.

According to Delpiano, **the biggest gap is between what the EU says about mobility and what it does not say about urban or territorial planning.** The main challenge is about how to integrate local regional plans on mobility and land use. What is for example the relationship between residential developments, mobility rights, and accessibility? Delpiano mentioned an example from 2020 in Bologna where they tried to develop two different plans at the same time for the same level: the SUMP and the territorial plan. Delpiano explained that this approach aimed to address not only mobility but also residential development, emphasising the connection between the TEN-T level and the local level to prioritise accessibility.

Dr. Braun from the EGTC Rhine-Alpine Corridor brought up the lack of awareness of the corridor. What are the transport flows on a corridor, why are they needed, how does the system work? These answers are necessary to create better systems and close the gap between urban mobility planning and the TEN-T level.

According to Wasstøl, **mobility planning should also consider the social needs of the people moving.** Transport should be integrated in land use planning first, and then it should be considered how corridor thinking can be added. Wasstøl does not believe in top-down legislation, but instead that the issues should be solved through hard work on the local level by collaborative efforts. **The collaboration between land use and transport planners is more developed for passenger transport but remains immature for freight.** There are still many things that are not known or understood when it comes to the freight sector or what type of land and space cities need to set aside for what type of functions and services related to freight. Wasstøl argued that there is a need to gather all players – local, regional, national, private, public – to understand each other and freight needs better and to develop joint governance mechanisms.

Sigfússon said that they **spend a lot of resources on planning things that never happen**. Funding questions are often settled too late and many compromises are needed. He purported that there is a tendency to always plan for solutions that require more than what is available. More collaboration based on mutual understanding is needed.

Regional collaboration models in practice

> **How can we enhance multi-level collaboration and how can it enable more seamless integration of urban nodes within the TEN-T network?**

There is no one size fits all to metropolitan collaboration according to Peter Austin, Senior Advisor in the City of Oslo. He maintains that metropolitan collaboration is not a single model but that there are four main topics for collaboration, namely transport, economic development, environmental policy, and services such as health care and schools. However, spatial policy is always at the core of such collaborations such as in the case of Oslo and its surrounding county Akershus. According to Austin, **metropolitan collaboration can be built successfully on either money, trust or the rule of law.**

Terje Rognlien, stepping in on short notice for Alberte Ruud, Head of Secretariat for the Oslo Package 3 and Urban Development Cooperation in the Oslo Region, stressed the consensus-orientated approach in Oslo and Akershus. In Oslo there are essentially two different agreements which govern transport investments, but not necessarily other parts of land use and transport planning. The Oslo Package 3 is a local agreement between elected political leaders in the City of Oslo and the neighbouring county Akershus. It is re-negotiated every four years and includes an action plan. The Package is part of the Urban Growth Agreement in which the zero-growth goal is central. The Urban Growth Agreement is between the national government, the City of Oslo, the Akershus county and three municipalities in the Oslo functional urban area.

The audience attending the regional collaboration models in practice session. © Rikke Dahl Monsen/City of Oslo

Sanneke Bolderheij, Advisor to the City of Dordrecht, highlighted the need for municipalities to work together in the context of the functional urban area and used examples from her previous role for the City of Amsterdam. **Amsterdam manages mobility with surrounding municipalities through a GIS platform** and treats its Sustainable Urban Mobility Plan as a mobility policy that is renewed every four years.

> **In the complex future governance of TEN-T modes and infrastructure (airport, state rail, ports, hubs, city level), who is responsible for what and how will collaboration look like in the future?**

According to Bolderheij, **the challenges in the Netherlands are mainly related to the**

connection between rail and city-owned public transport, whereas Rognlien argues that the complex situation in Oslo is due to the many different institutions involved on local, regional and state level with their own specific mandates.

Erik Stok from the City of Hengelo and Network of cities around Twente argued that cities need to concentrate on scaling up their collaborations and to focus more efforts on the corridor level. **In the Twente model, the TEN-T corridor is the backbone of the collaboration itself.** Cities need to build trust in cooperation on an international level. In the region of Twente, the cooperation is organised in four clusters on mobility, connectivity, innovation and talent and approximately 40 municipalities cooperate. For TEN-T topics, the cooperation is centred on the labour market and mobility topics along the TEN-T North Sea-Baltic core network corridor.

Tommi Vollman, Head of the Scandria Alliance Secretariat, picked up where Stok left and detailed how the Scandria Alliance works. It **is a bottom-up network of cities and regions with focus on transport planning and spatial planning according to Vollman, which** provides an arena for cities and regions to collaborate on smart-climate multimodal transport connectivity between the Scandinavia-Adriatic Sea. The Alliance works on cross border infrastructure and cross border rail topics.

What could strengthen coordination between governance levels?

According to the panel, the new approach of "planning together" tests both local and regional authorities because it challenges existing planning frameworks and methodologies. Criticism against the national level was also leveraged. There is often a lack of national commitment which results in cross-border cooperation alliances and discussions. More national engagement, investments and legislation is needed. The example of getting from Oslo to either Stockholm or Gothenburg was mentioned. The best and fastest option is the bus or private car between Oslo and Gothenburg although the distance is 300 km. People often choose to fly between Oslo and Stockholm and here the distance is 500 km. Both excellent examples of lacking prioritisation of good rail connections between the three urban nodes.

The EU-level is key to putting a point on cross-border solutions and making the vertical integration complete. **The panel discussed different problems for cross-border railway where investments are needed or where the infrastructure exists but trains do not run.**

Existing collaboration models offer an example of how such vertical integration could be achieved, but it is not clear if a legal framework is necessary to force collaboration or if the incentives are elsewhere than in judicial reform. Peter Austin stated that it is not possible to force collaboration through purely legal frameworks. "We need to be very careful about what we ask for because we may end up getting something that we do not want," he concluded.

Do you have examples of proven collaboration concepts that can be scaled?

Bolderheij reflected, "In Amsterdam the regional cooperation works, but it has taken a lot of time to get to that point. Dordrecht started out being very ambitious in the Delta cooperation and everything was put into one organisation. Then, we saw that there were different mandates from the different municipalities and that was a mess. It does not work either to do it very informally in my view, so you need to find what is right for your region."

For the Oslo region, the Agreement that was reached in 2006 has survived despite changing political constellations and colours. The key to this has been the mandate and the objective which is to develop a good transport system for everyone, although the national level has not followed through on certain promises for funding for active modes of transport, according to Austin.

Vollman says that you need to **find the right balance between formal and informal and top-down and bottom-up instruments**. At the end of the day, **trust and reliability are key** according to Stok: "You need to invite others in and be willing to find common ground with them. This is especially important if you are a smaller city because you need to have a certain mass

to show that you are serious about investments and plans."

Collaboration on the management of commuter traffic

How to collaborate across governance levels to ensure commuter policies are implemented in a forward-looking and coherent manner?

Juliane Martinius, Head of Department for City-wide Strategies at the Hamburg Ministry of Transport and Mobility Transition, outlined the **collaborative efforts on commuter policies within the framework of the Sustainable Urban Mobility Plan**. The Ministry spearheads the initiative with the Transport Planning Offices serving as consultants. Key players are included in expert committees which operate at both for the city level and the functional urban area level. They act as a bridge between transport policy actors and experts from academia and practical fields. The transport policy actors contribute practical insights while citizens participate through public engagement initiatives. Improving commuting primarily targets two key areas, the expansion and enhancement of public transport infrastructure where efforts are directed at creating more tram lines and expanding existing ones, and the reallocation of road space. In their Sustainable Urban Mobility Plan focus areas are identified along main roads with substantial demand for bus lanes, cycling lanes, and pedestrian pathways. These collaborative endeavours aim to enhance commuting efficiency and sustainability within Hamburg, emphasising public transit improvements and optimised road space allocation.

The collaboration between a city like Berlin and railway operators is crucial for the integration of railway and urban public transport systems and the improvement of commuting policies. In his intervention Steve Danesch, Policy Officer at the Berlin Senate Department for Urban Mobility, Transport, Climate Action, and the Environment explored the dynamics of this collaboration and its implications for enhancing transport efficiency and accessibility.

Danesch first highlighted the predominant state ownership of railway infrastructure in Germany. Regional public rail services are typically subsidised whereas long-distance services operate on an economically viable basis. The Federal government holds formal responsibility for the expansion and upgrading of long-distance transport infrastructure and DB InfraGO manages the public utility infrastructure undertaking. Expanding or upgrading projects with regional benefits require co-financing from the federal state. The collaboration between the Berlin state, the state of Brandenburg, and the Verkehrsverbund Berlin-Brandenburg (VBB) is crucial for defining regional transport operations. Furthermore, the collaboration of the state of Berlin with DB Fernverkehr in long-distance rail services primarily occurs within timetable conferences to synchronise transport schedules. However, there is a **notable absence of direct dialogue between the Berlin state and DB InfraGO and this poses challenges for the integration of urban, regional and national infrastructure needs.**

In Munich commuting policies are increasingly being tackled in a collaborative manner between the City of Munich, the region and the industry. For Christoph Helf, Head of Shared and Connected Mobility for the City of Munich, there are good reasons for the fact that Munich is the commuter capital of Germany. Over half a million people commute to Munich every day. Over 50% of those commuters travel less than 38 km to reach their goal. In addition, 225 000 people commute from Munich to the outskirts every day, accounting for approximately 15% of Munich's population. This has an impact on traffic congestion. In 2023, commuters spent an average of 55 minutes a day in the car to travel only 10 km during rush hour. The time spent in the car added up to more than 80 hours per year.

To tackle those challenges the **Mobile Zukunft München** (MZM) was set up. This is a **strategic alliance focuses on mobility and logistics in the Greater Munich Area**. Its primary objective is to develop a **comprehensive mobility strategy for the region**. This entails enhancing cooperation between states and municipalities within the region and swiftly implementing improvements in mobility services to benefit residents and commuters.

In very practical terms, Michiel Penne, Coordinator of Smart Ways to Antwerp and Project Coordinator of SCALE-UP for the City of Antwerp, outlined five steps on how local authorities can encourage employees within the functional urban area to adopt more sustainable travel practices. Step one involves establishing a sense of urgency or making use of a "burning platform". For Antwerp, this revolved around the Ring Road project which led the whole city ecosystem to reflect upon mobility practices. Step two requires targeting employers with 20 or more employees to emphasise the importance of evaluating commuting practices. Step three entails providing support to employers through various initiatives like offering services for e-bikes, public transport, park and ride facilities, and DeWaterbus. Additionally, topical sessions such as bike leasing, networking events like CEO-events, collaborations with mobility providers, newsletters, customized information sheets on multimodal and bike accessibility, and personalized travel advice are provided. Step four focuses on measuring the impact of these initiatives on the commuter practice of the employees. Step five aims to scale up the efforts to the functional urban area by collaborating with the Transport Region of Antwerp through the SCALE-UP project. This involves **adapting the Smart Ways to Antwerp broader** and thereby extending support within the broader urban area.

Anders Ask, Area Manager at Ruter, explained how the Public Transport Authority of the Oslo region plays a crucial role in offering sustainable commuting options in Oslo and the Akershus county. It aims to contribute to the region's achievement of political goals in the transport sector. Owned jointly by The City of Oslo (60%) and Akershus County (40%), the authority is committed to ensuring that every individual in the Oslo region experiences the freedom to move around as they desire within a sustainable transport framework. Utilising its existing position and infrastructure, the authority focuses on data-driven service development and incentivises operators to offer innovative solutions thus building on a tight collaboration with private mobility providers.

The "Ruter model" encompasses the procurement of transport services through competitive tendering, setting functional requirements while allowing operators flexibility in technical solutions. Key benefits of this approach include staying abreast of market innovations, procuring services in long-term packages with specific lines, and fostering learning and innovation through data sharing with operators. **To change commuting practices in the wider Oslo region the authority aims to provide an alternative to private car** usage through initiatives such as the Groruddalen Pilot project. This project **explores on-demand transport** with self-driving vehicles, featuring vehicles for 3-5 passengers.

Integrating long and short distance infrastructure

The establishment of links between long-distance transport infrastructure and the local, regional, and national transport networks within urban nodes is crucial for facilitating smooth transfer functions along TEN-T corridors. So far, the Connecting Europe Facility has been primarily funding large infrastructure projects but it should also **pursue models and initiatives aimed to enhance and decrease bottlenecks in metropolitan areas such as ports, waterways, and rail links.**

Anita Lindahl Trosdahl, Chief Advisor in the City of Oslo, highlighted the importance and role of megaregions as defined by the OECD and why the Northern European STRING megaregion that stretches from Oslo to Hamburg is important when discussing how infrastructures and economies can be integrated closer together. She further highlighted large infrastructure projects in the STRING megaregion such as the Fehmarn Belt fixed link, the Hamburg node, and the Gothenburg-Oslo stretch and stressed that these also have direct impact on short distance infrastructures, investments and opportunities. Lindahl Trosdahl highlighted the Oslo-Gothenburg rail connection and the need for upgrading that and mentioned that both Norway and Sweden have new national transport plans in 2024.

Building on this, Jonas Karlsson, the CEO of the Oslo-STHLM 2.55 initiative, mentioned that **due to lack of national interest, there was an acute need to start what is now dubbed Scandinavia's most profitable railway**

project, also known as the Oslo-Stockholm high-speed rail connection. 88% of daily trips between the two capitals which are situated 500 km from each other are done by air travel. With high-speed rail, one million people would switch to train. This would mean two million cross-border trips, and a net climate benefit five years after commencement. With a heightened awareness of military transport in today's geopolitical context, all parties should push for high-speed rail to be built as soon as possible, Karlsson concluded.

According to Sergio Balaguer Fernandez, Head of International Projects at EMT Madrid, the capital of Spain is the second most populated functional urban area in Europe after Paris. It belongs to two TEN-T corridors: the Mediterranean and the Atlantic. Madrid represents an idealised example of an urban node as it lies at the geographical centre of Spain without being surrounded in proximity by any other 'competing' node that can overlap, interfere or influence its policies. **Madrid has several large infrastructure projects where they integrate short and long-distances in a multimodal fashion,** including the urban metro system and the high-speed rail connection between the airports and the city. They include the new interchange station in Valdebebas and Conde de Casal, the upgrading of the railway stations Atocha and Chamartin.

A joint belief emerged on **the need to act where the national level fails to provide adequate answers to targeted interventions for infrastructure at the functional urban area level.** This echoed remarks by previous speakers during the first day of the conference. As the rail connection issues between Sweden and Norway show, bringing the national governments on board with cross-border priority projects can be time and resource consuming. Another critical issue was highlighted by Madrid and other city representatives from the audience, **where misalignments at policy level between the local, regional and the national level contribute to delays and long discussions about the prioritisation of resources and interventions.** Finally, the session uncovered the need for more stable and reliable funding frameworks and schemes that allow for prompt and actionable interventions. **More alignment between EU and national funding is needed.**

About MOVE21

MOVE21 is an innovation project funded by the European Commission. Its main purpose is to help cities to transform into climate neutral and connected multimodal urban nodes for mobility and logistics. The project tests, co-creates and upscales different solutions for passenger and goods transport in six urban areas – Oslo, Gothenburg Hamburg, Munich, Bologna and Rome – across the TEN-T Scandinavian-Mediterranean Corridor.

For more information

Project website

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