Efficient & Green **MOBILITY**

EU urban mobility policy
Latest developments

26/03/2026

DG MOVE B3

#MobilityStrategy #EUGreenDeal

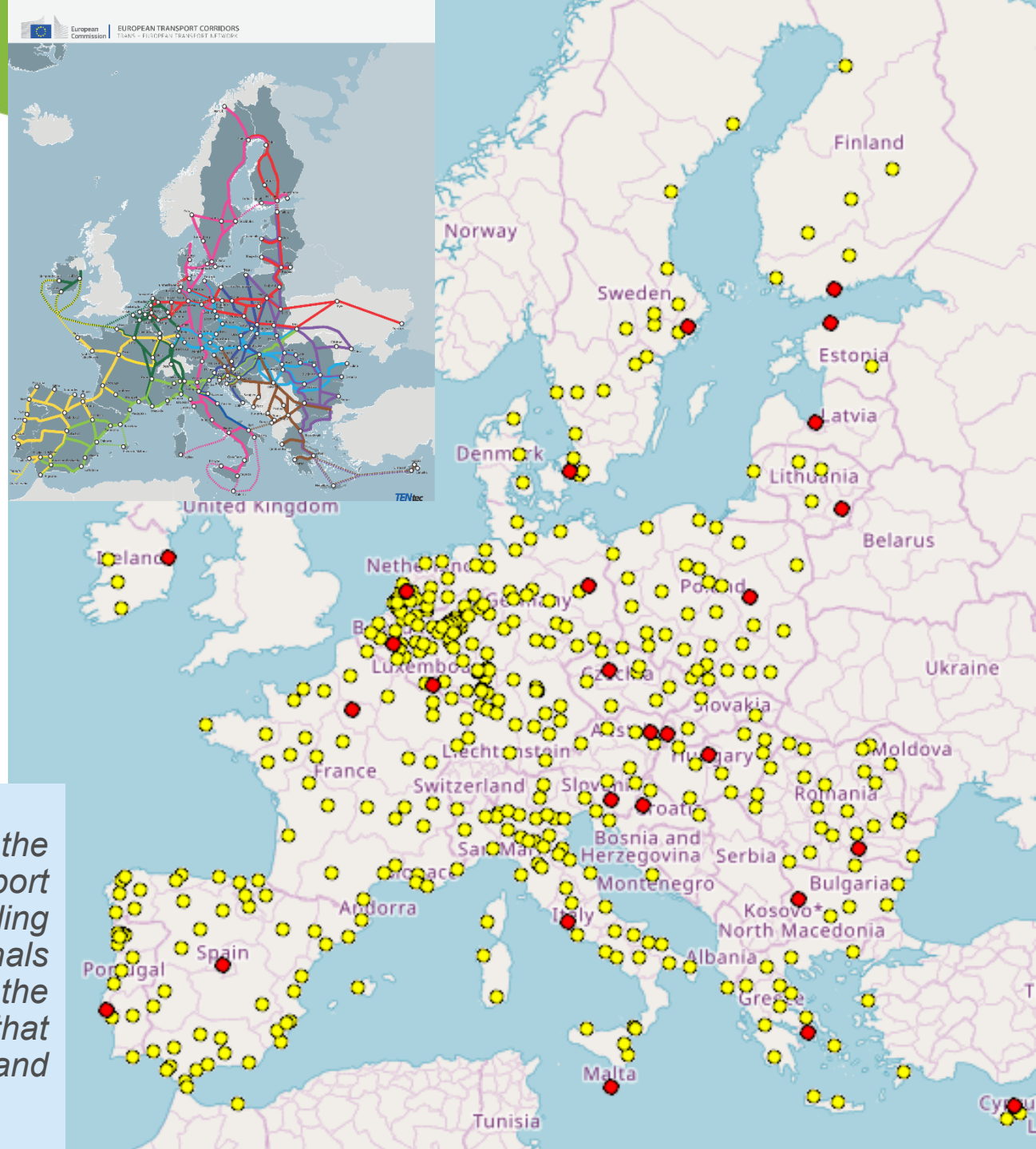
European Commission | Mobility and Transport

Urban Nodes

Revised TEN-T Regulation 28 June 2024

Overall vision: to better integrate the urban dimension and last mile connectivity into the TEN-T network:

- Specific provisions / requirements for urban nodes
- 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 requirements overview and timeline

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** 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	Development of at least one **multimodal freight terminal** with 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

Working with National SUMP contact points

- Coordination platform of 27 national SUMP contact points supported by a technical secretariat
- Working Group of the TEN-T Committee
- Objective: to support exchange of good practices and find common approaches for implementing national SUMP support programmes (linked to TEN-T requirements)
- 1st meeting 24 June 2025, quarterly meetings
- Topic for 2025: to develop a common guidance for MS to implement the provisions for SUMP included in Annex V of the TEN-T
- 2026: Functional urban area; UMI
- New website under development for urban nodes within the B3 page

Implementing act on UMI – state of preparation

- 10th meeting of the ad hoc WG on urban mobility indicators on 20/03
- Commission presented Member States' comments and subsequent changes to the draft implementing act
- Awaiting feedback from members of the ad hoc WG by 10/04
- Depending on outcome, submission of the draft act to TEN-T committee for its opinion (April-May)
- Translation of draft Implementing Act
- Adoption by the Commission June-July

EU Urban mobility Observatory

- New service contract has been signed, running until end 2027
- Consortium led by Rupprecht Consult, with support from Panteia, Polis and ICLEI.

Main relevant activities and outputs

Case Studies

Developing 24 case studies on diverse mobility topics & across Member States

Urban Mobility Days

Supporting DG MOVE in the preparation of the Urban Mobility Days

Admin support to EGUM Subgroups

Providing admin support to EGUM Subgroups (minutes taking, etc.)

SUMP City database

Maintain database of SUMPs in urban nodes across Member States

Other tasks

Maintenance of the EU Urban Mobility Observatory Platform, promotion at conferences, maintaining synergies with other initiatives

EU Urban mobility Observatory

Main relevant activities and outputs (cont.)

Member States Profiles

Providing an over of the urban mobility systems across Member States by building country intelligence

SUMP Guidelines Translations

Translation of the SUMP Guidelines

SUMP Reference documents

Update up to 10 SUMP ref. documents & produce 2 new ones

Updated SUMP Guidelines

SUMP Guidelines update

Scope of the update:

- Maintain the SUMP Guidelines up-to-date and aligned with recent EU Policy developments
- Reflecting inputs from the EGUM

Close to finalisation

- Addressing final minor comments
- Finalising layout & preparatory documents for translations

Overview of changes across the SUMP Cycle

Expert Group on Urban Mobility work programme 2026

Subgroup	Topics
Urban nodes	Commuters' modal shift to rail
	High-speed rail multimodal passenger hubs
City access	Providing innovation ecosystems and startups better access to cities
	Mobility use cases for authorities' access to vehicle and vehicle ownership information
	Guidance on the Tourism-Urban Mobility Nexus
Fostering active mobility and monitoring EUDC	The status of walking in Europe
	Monitoring implementation of EUDC
	Corporate cycling
	Cycle logistics

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Study on multimodal passenger hubs

- By 2030, at least one MPH is required per urban node, offering seamless connections between modes like public transport, active mobility, and long-distance networks.

- Tasks implemented:
  - Develop a database of multimodal passenger hubs, containing information on key characteristics and services per hub
  - Analysis on climate resilience
  - Funding mechanisms – 10 case studies for investments
  - 20 case studies

- Publication: ongoing

- What is a multimodal passenger hub?
- Infrastructure connecting parts of the TEN-T infrastructure with the local, urban mobility system

  - Railway stations
  - Coach terminals
  - Passenger port (maritime, inland)
  - Airport terminals

port

Overview of the Main Results Per Corridor

Corridor		MPHs	Urban nodes	Future plans
Baltic Sea - Adriatic Sea	**A**	71	52	11
North Sea - Baltic	**B**	127	94	29
Mediterranean	**C**	87	58	19
Scandinavian - Mediterranean	**E**	96	74	17
Atlantic	**G**	81	59	16
Rhine - Danube	**I**	96	70	19
Baltic Sea - Black Sea - Aegean Sea	**J**	65	48	8
Western Balkans - Eastern Mediterannean	**K**	31	24	6
North Sea - Rhine - Mediterannean	**L**	117	80	22
Total		**531**	**431**	**91**

*Note that, as **some urban nodes are in more than one TEN-T Corridor**, some MPHs may also be located in more than one Corridor.

Out of which		% Total
Airports	40	**8%**
Public transport terminals	492	**92%**

Urban nodes without MPH	9	**2%**

Primarily islands/outermost regions.

Overview

North Sea Baltic

Corridor	MPHs	Urban Nodes	Future Plans
B	127	94	29

- 11 Airports
- 116 Rail & Road MPHs

The North Sea – Baltic Corridor has **127 MPHs** across **94 urban nodes** (the Corridor with the highest number of MPHs). **Accessibility is well addressed in the MPHs, with only 5 terminals considered non-accessible**. Three are in **Lithuania** (*Klaipėdos, Panevėžys*, and *Šiaulių bus stations*), while the other two are in **Poland** (*Przystanek autobusowy and Wrocław Bus Station*). These are classified as non-accessible due to a lack of publicly available information.

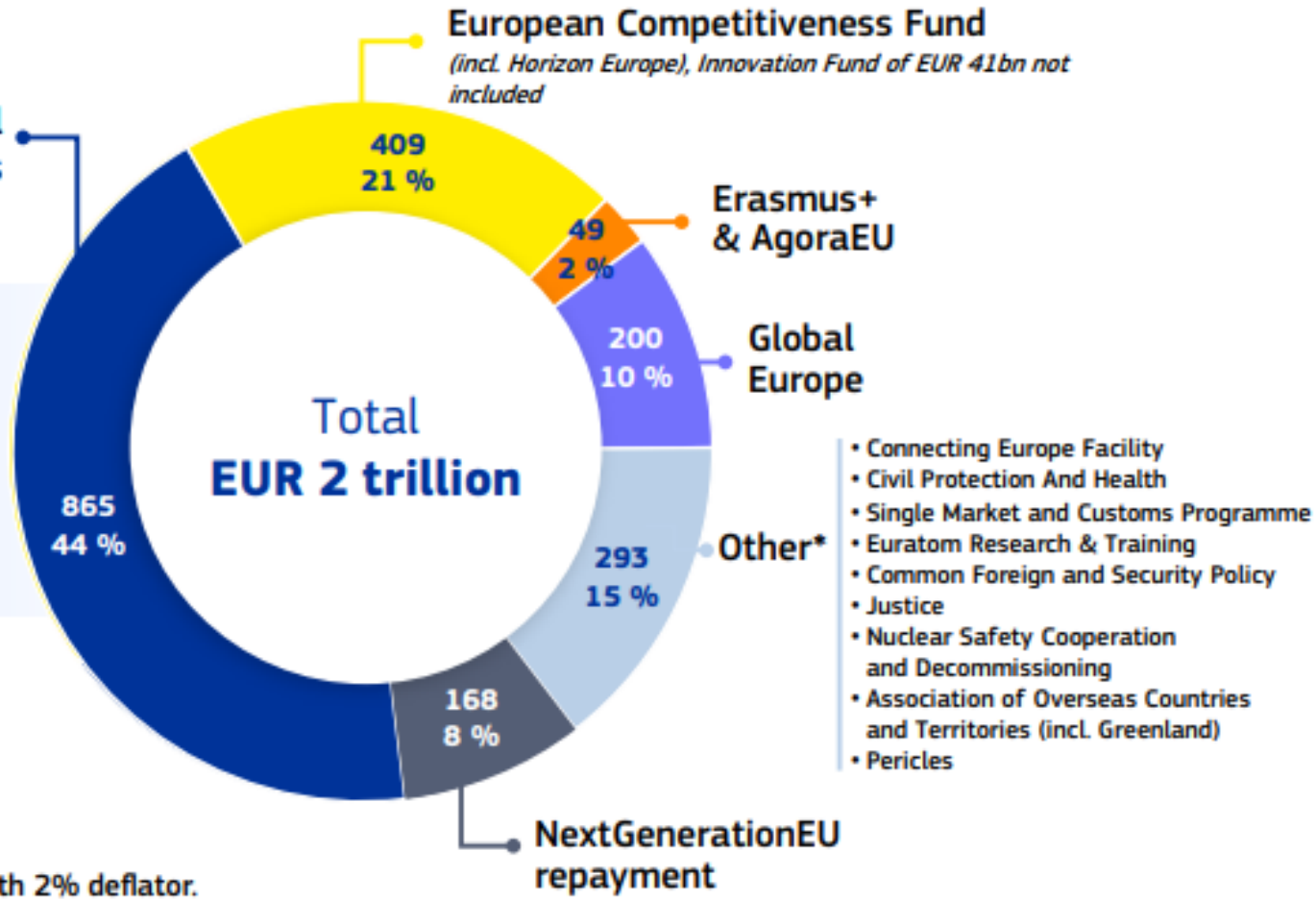
Station Arnhem Centraal

Helsinki-Vantaan Lentoasema Airport

Rail Baltica Ulemiste Passenger Terminal

Next MFF proposal

- From 52 to **16 programmes**
- **Simpler** for beneficiaries
- **Results** oriented
- More **agile**



All amounts in EUR billion, **current prices,** adjusted with 2% deflator.
*Also includes Administration and decentralised agencies.


Thank you for your attention!