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THE EUROPEAN PARLIAMENT

THE COUNCIL

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LEGISLATIVE ACTS AND OTHER INSTRUMENTS

Subject: REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013



ANNEX V

SUSTAINABLE URBAN MOBILITY PLANNING GUIDELINES FOR URBAN NODES

This Annex sets out the guidelines for urban nodes for the development of Sustainable Urban Mobility Plans.

1. Goals and objectives: a sustainable urban mobility plan (SUMP) should have as its central goal improving in the functional urban area accessibility for all users, including for people with disabilities or reduced mobility, and providing high-quality, safe and sustainable low-emission mobility, through and within the functional urban area, taking into account the role that public transport and active mobility can play to this end. It should in particular support zero and low emission mobility and the implementation of an urban transport system, which contributes to a better overall performance of the trans-European transport network, in particular through the development of infrastructure for the seamless circulation of zero and low emission vehicles, and of multimodal passenger hubs to facilitate first and last mile connections, as well as of multimodal freight terminals serving urban nodes.

2. Long-term vision and short-term implementation plan: a SUMP should include a – or be linked to an existing – long term strategy for the future development of transport infrastructure and multi-modal services. It should also include a delivery plan for the short-term implementation of the strategy. It should be embedded into an integrated approach for sustainable development of the urban area and linked to relevant land-use and spatial planning. Both the long term vision and short-term implementation plan should also be addressed in financial terms directly in the SUMP or, alternatively, by reference to other existing higher-level or related planning, without anticipating financial commitments.
3. Integration of the different modes of transport: a SUMP should promote multimodal transport through the integration of the different modes and measures aimed at facilitating accessible, seamless and sustainable mobility. It should include actions to increase the modal share of the more sustainable forms of transport such as public transport, shared mobility, active mobility, and, as appropriate, inland waterway and maritime transport. It should also include actions to promote zero and low emission mobility, in particular with regard to the greening of the urban fleet, to improve accessibility for all users and reduce congestion, as well as to improve road safety in accordance with Union road safety standards, in particular for vulnerable road users including, where relevant, active modes users.

4. Effective functioning of the trans-European transport network: a SUMP should duly take into account the impact of various urban measures on the traffic flows, both passenger and freight, on the trans-European transport network with the aim of ensuring seamless transit, bypass, or interconnection through and around the urban nodes, including of zero and low emission vehicles. It should in particular include actions to alleviate congestion, improve road safety and remove bottlenecks affecting the traffic flows on the trans-European transport network.
5. Participatory approach: the development and implementation of a SUMP should be based on an integrated approach with a high level of cooperation, coordination and consultation across the different levels of government and relevant authorities. Citizens, representatives of civil society, and economic actors should also be involved.
6. Monitoring and performance indicators: a SUMP should include objectives, targets and indicators underpinning the current and future performance of the urban transport system. Its implementation should be monitored using performance indicators.

ANNEX VI
AMENDMENTS TO REGULATION (EU) 2021/1153

Part III of the Annex to Regulation (EU) 2021/1153 is amended as follows:

- (1) the title is replaced by the following:

‘CROSS-BORDER AND MISSING LINKS’;
- (2) point 1 is amended as follows:
 - (a) the title is replaced by the following:

‘Indicative lists of pre-identified cross-border links and missing links’;
 - (b) the first row with the title ‘Core network corridor “Atlantic”’ and the second row containing its alignment is deleted;
 - (c) the fifth row with the title ‘Core network corridor “Baltic – Adriatic”’ and the sixth row containing its alignment is deleted;

- (d) the ninth row with the title ‘Core network corridor “Mediterranean”’ and the tenth row containing its alignment is deleted;
 - (e) the thirteenth row with the title ‘Core network corridor “North Sea – Baltic”’ and the fourteenth row containing its alignment is deleted;
 - (f) the seventeenth row with the title ‘Core network corridor “North Sea – Mediterranean”’ and the eighteenth row containing its alignment is deleted;
 - (g) the twenty-first row with the title ‘Core network corridor “Orient/East-Med”’ and the twenty-second row containing its alignment is deleted;
 - (h) the twenty-fifth row with the title ‘Core network corridor “Rhine – Alpine”’ and the twenty-sixth row containing its alignment is deleted;
 - (i) the thirtieth row with the title ‘Core network corridor “Rhine – Danube”’ and the thirty-first row containing its alignment is deleted;
 - (j) the thirty-fifth row with the title ‘Core network corridor “Scandinavian – Mediterranean”’ and the thirty-sixth row containing its alignment is deleted.
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ANNEX VII
CORRELATION TABLE

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