

Capital Region Berlin-Brandenburg – Functional Urban Node

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The Joint Spatial Planning Department (founded in 1996)

Brandenburg

Ministry for Infrastructure
and
Spatial Planning



Berlin

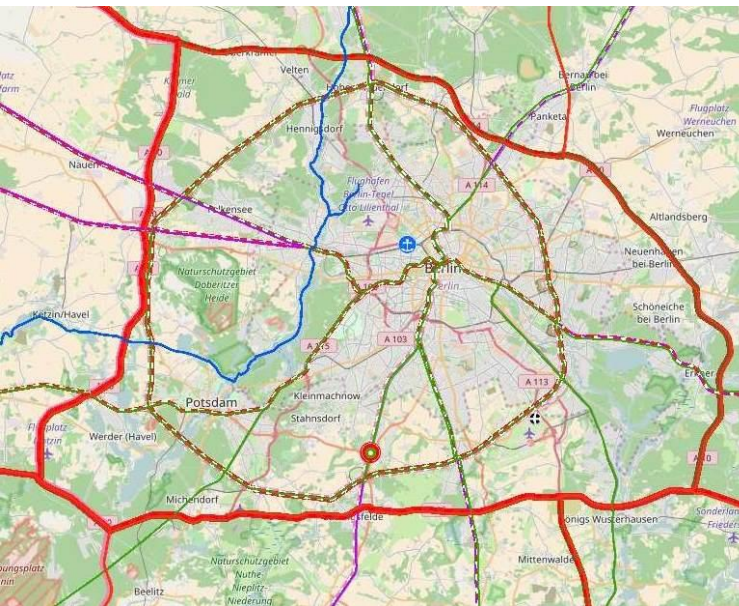
Senate Department
for Urban Development and
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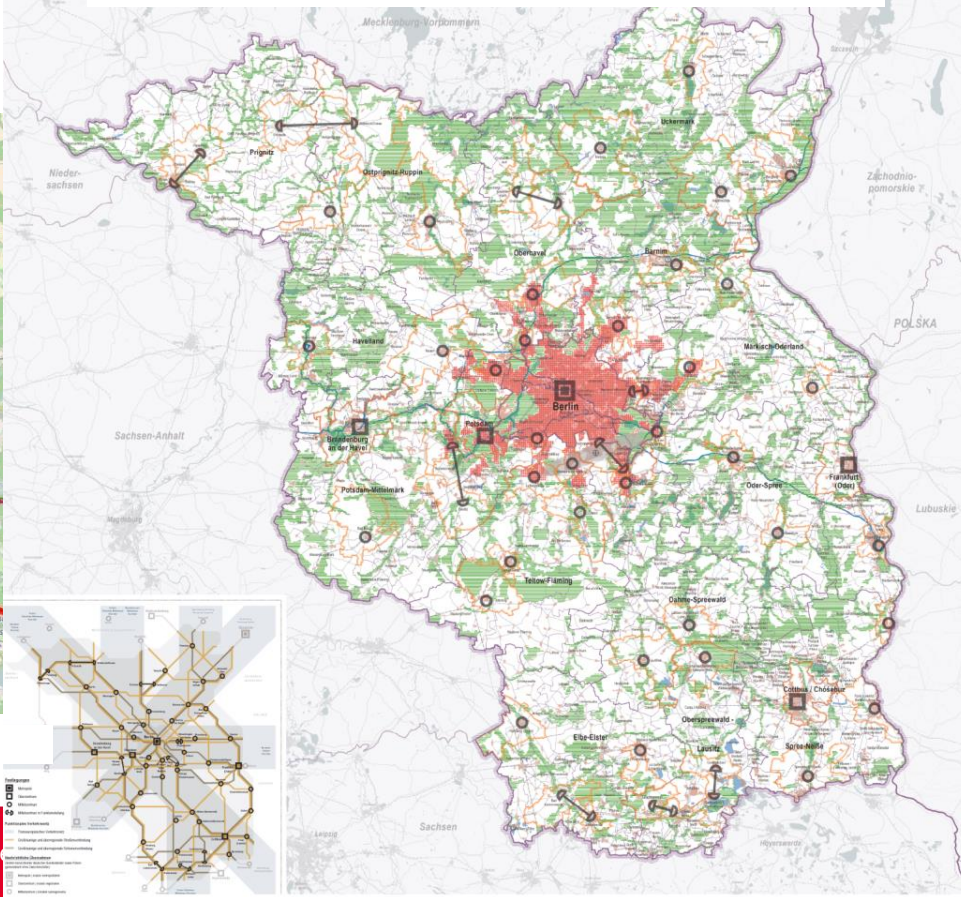
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From TEN-T to regional understanding



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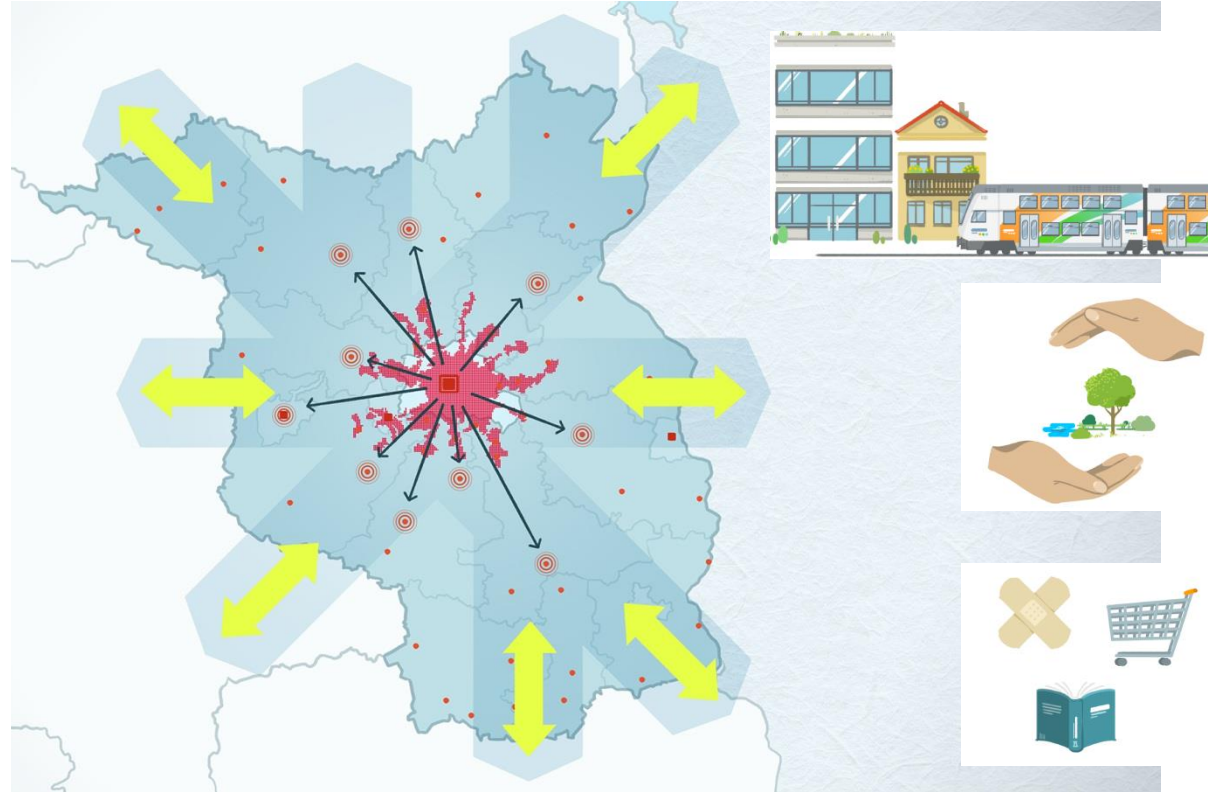
State Development Plan Capital Region Berlin-Brandenburg



Urban Node Berlin – Brandenburg Integrated State Development Plan

Challenges:

- Urban sprawl
 - Transport connectivity
 - Rural areas vs. metropolitan area
 - Climate and energy
 - Growth and shrinking
 -
- State development plan regulates spatial demands for the whole region
- Backbone is the regional and transnational transport network!



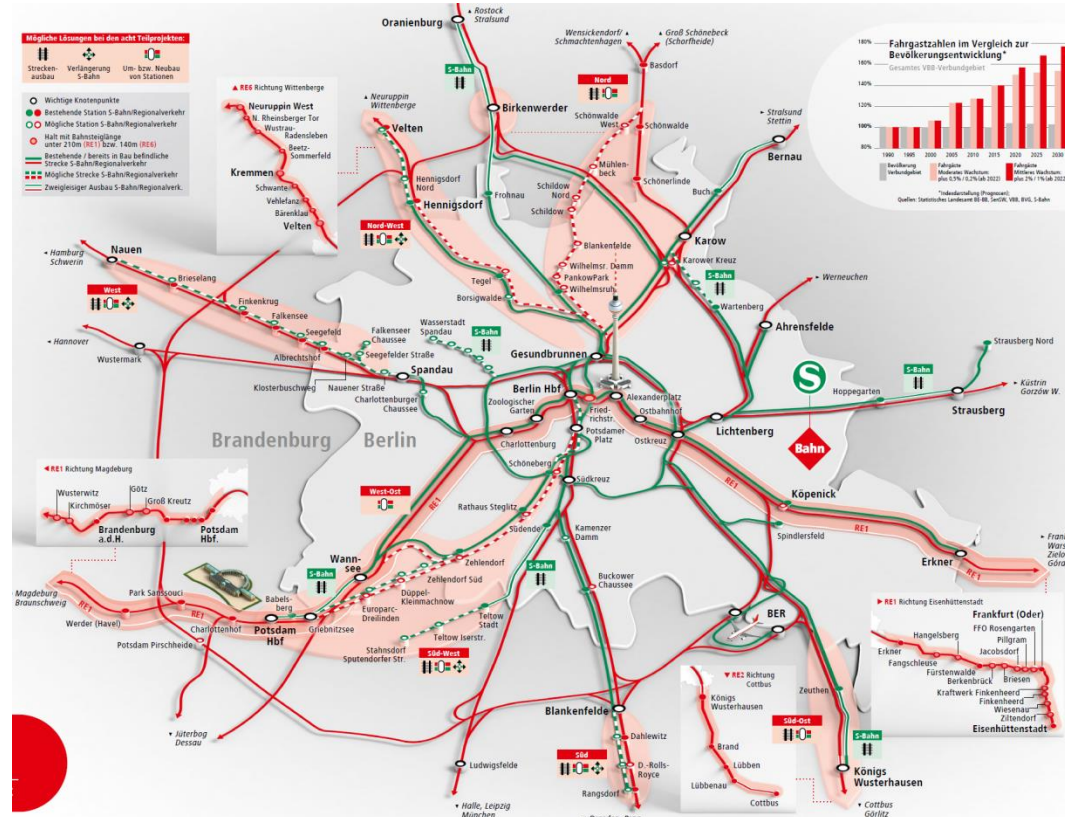
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Public transport strategies and projects

Public Transport 2030 – Project i2030

(Berlin, Brandenburg, DB, VBB)

- Basis:
Mobility strategy BB, urban development plan B, regional transport plan B and BB
- Project i2030:
 - 8 subprojects for development and new constructions
 - restructuring long-distance and regional traffic
 - Extension of lines, double tracks
 - More frequency, train length
 - Construction at stations and platforms



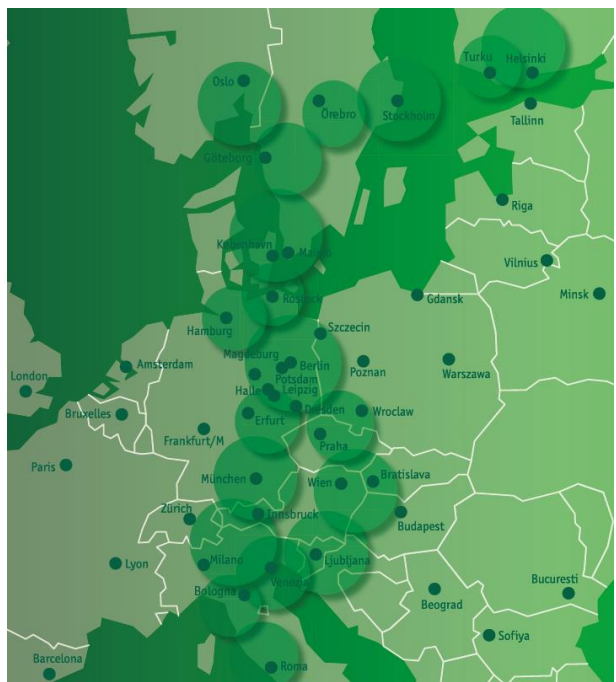
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Cooperation with other Urban Nodes

Cross-border: Future Vision of German-Polish Area 2030



Transnational: Scandria®Alliance



Urban Node Berlin-Brandenburg

Instruments of Urban Node development

Framework given by EU

Governance

- Corridor Fora
- Urban Nodes Laboratories and Working Groups

Financial Instruments

- Connecting Europe Facility



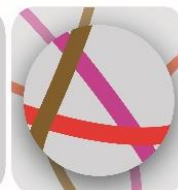
Regional possibilities

Governance

- **Regional** Urban Node platforms
- Self-made **transnational** cooperation between Urban Nodes → **common alliances**

Financial Instruments

- **Relevant funding & investment programs**, e.g. Interreg, Urbact, H2020, national and regional programmes
- **Needs strong self-initiative and capacities**



SCANDRIA® ALLIANCE



Urban Node Berlin-Brandenburg

Our way of working...

Instruments/Activities...

- Project scouting – CEF Calls
- Specific Urban Node workshops and events
- Urban Node Agreement with regional stakeholders
- Regular meetings between Berlin and Brandenburg representatives of specific administration, economic development boards and chambers of commerce
- Communication tools: web page, newsletter
- International projects



Preamble

The capital region of Berlin-Brandenburg is an important European transport node, a hub for European freight and passenger transport and a dynamic area of economic and socio-cultural development.

As an 'urban node', the capital region is an important element of the trans-European transport network. Three of the multi-modal core network corridors intersect here:

- The Scandinavian-Mediterranean corridor as a north-south axis from Malta – Italy via Hamburg and Rostock to Scandinavia.
- The North Sea – Baltic corridor of Bremerhaven / Rotterdam / Antwerp – Berlin – Warsaw – Lithuania – Latvia – Estonia – Finland connects the ports in western Europe with terminals in north-east Europe.
- The Orient / East Mediterranean corridor connecting the German North Sea and Baltic Sea regions via Berlin to the Czech Republic – Austria / Slovakia – Hungary to the Black Sea (Bulgaria / Romania) and to the Mediterranean (Greece).

Conditions

The signatories assume that

- the significance and capacity of the 'Urban Node Berlin-Brandenburg' as a multi-modal freight and passenger transport region linking up European, national, regional and local traffic flows will increase.
- the improvement of the 'Urban Node Berlin-Brandenburg' with measures coordinated infrastructurally and spatially between the capital region and DO MOVE will benefit the acceptance and strengthening of the trans-European node function.
- the interdisciplinary and multi-level ways of cooperation and communication together with the European corridor coordinators are necessary for the significance of the 'Urban Node Berlin-Brandenburg'.
- the 'Urban Node Berlin-Brandenburg' is arranged with the joint innovation strategy, Smart City Initiative and the established cluster transport, mobility and logistics in a way which is future-oriented.

Targets

The signatories agree that the multi-level dialogue 'Urban Node Berlin-Brandenburg' must be continued so that

- the integration of the urban node in the TEN T core network can be optimised and the impact of the expected increase in traffic volume can be shaped in a way which is socially and environmentally compatible.
- the investment-related motivation and cooperation for the use and implementation of TEN subsidy opportunities in the region can be increased and the synergies between different funding instruments, such as Interreg and Horizon 2020, can thereby be used.
- the mutual information and opinion-forming concerning intended and planned investments and networking (e.g. project applications) with EU and corridor relevance is made possible.
- experiences of and proposals for interdisciplinary cooperation can be disseminated.

URBAN NODE
BERLIN-BRANDENBURG
TEN-T Dialogue



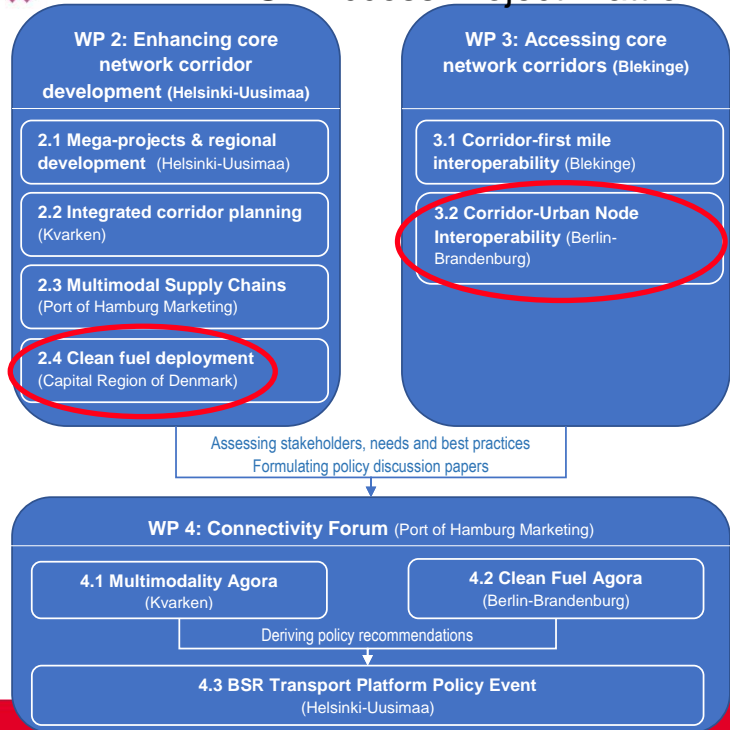
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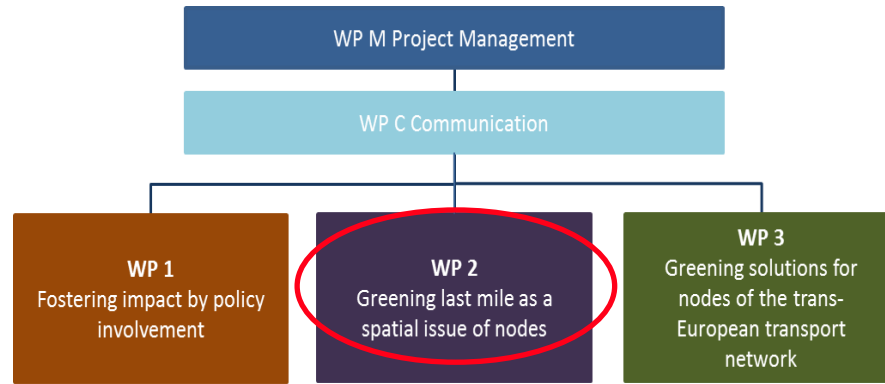
Upcoming activities on cleanfuels and urban nodes



Baltic Sea Region: BSR Access Project Plattform



Central Europe: Project Intergreen Nodes



- **Complexity** of subjects in urban node: transport affects regional development
 - consideration in future funding schemes and effective **combination of funding programs**
 - Strengthening the topic also in **main stream programs** and/or
 - Extend the thematic dimension of CEF funding
- Urban nodes are the **bottlenecks** of the future
 - Financial support for **reliable infrastructure** investments in both freight and rail
 - smaller projects or the possibility to **integrated non-CNC projects** into a more global project
 - UN as (permanent) **separate call topic** like CNC and core network
 - Possibilities to relieve UN in **cooperation with sub-cities/terminals**

- Urban Nodes do not end at administrative borders:
 - they are **functional urban areas** including their surroundings, regarding last mile issues, terminals, commuters, spatial development component etc.
 - updating the **TEN-T definition of urban nodes** like already done in the work plans, issue papers etc.
- Person in charge of urban nodes would be helpful to implement the integrative approach of transport planning, regional planning and communication
 - need for personnel **capacities**,
 - support for **governance** structures and processes
- **Hot topics: last mile connection, commuter traffic (rush hour), ticketing, green mobility, relief or division of freight and passenger transport, integration of smart solutions, civil acceptance and communication**



Thank you!

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