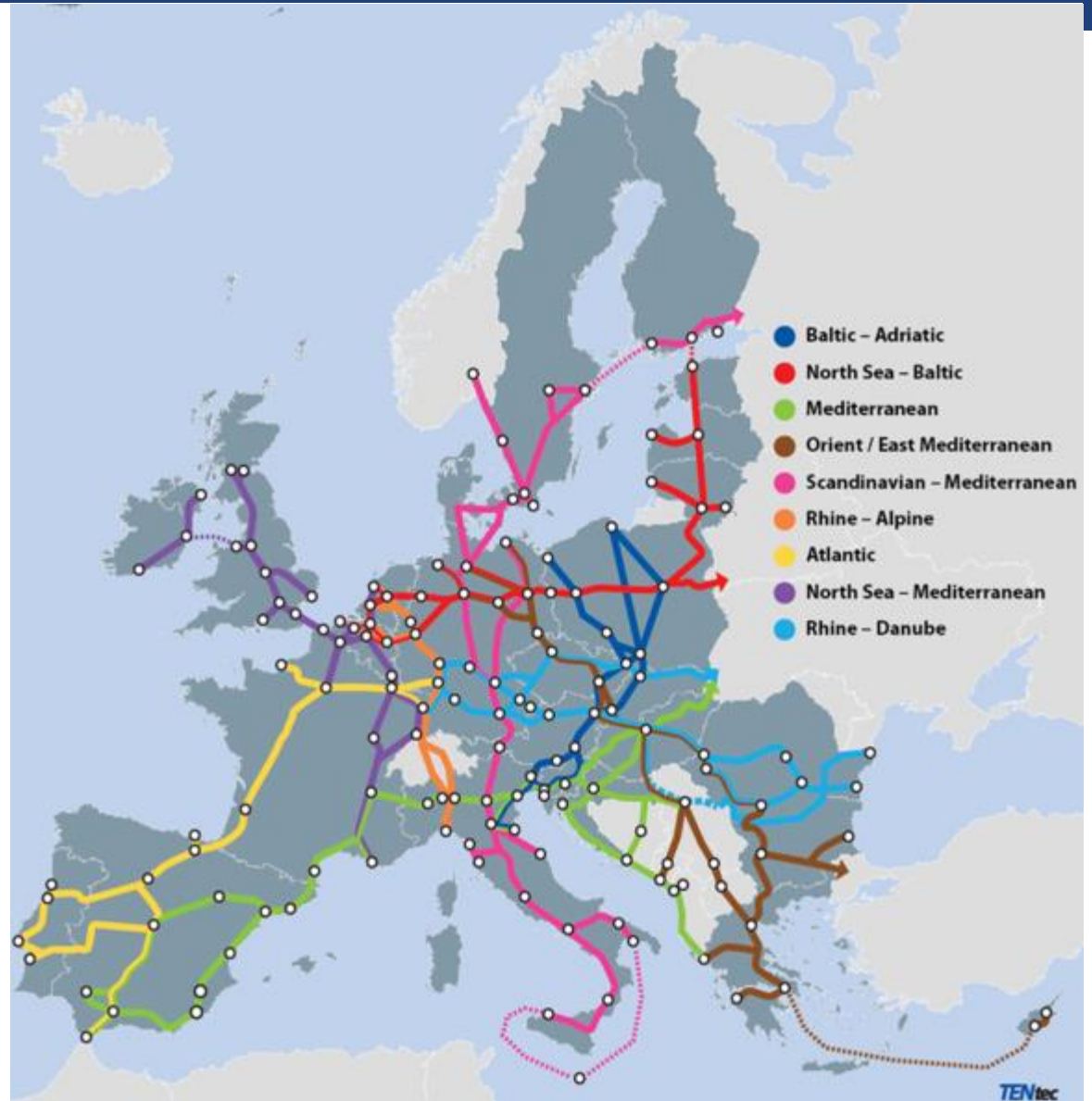




## THE ROLE OF URBAN NODES IN TEN-T: A GOVERNANCE PERSPECTIVE

Dr. Ana Perić  
ETH Zurich, IRL

# TEN-T CORE NETWORK CORRIDORS



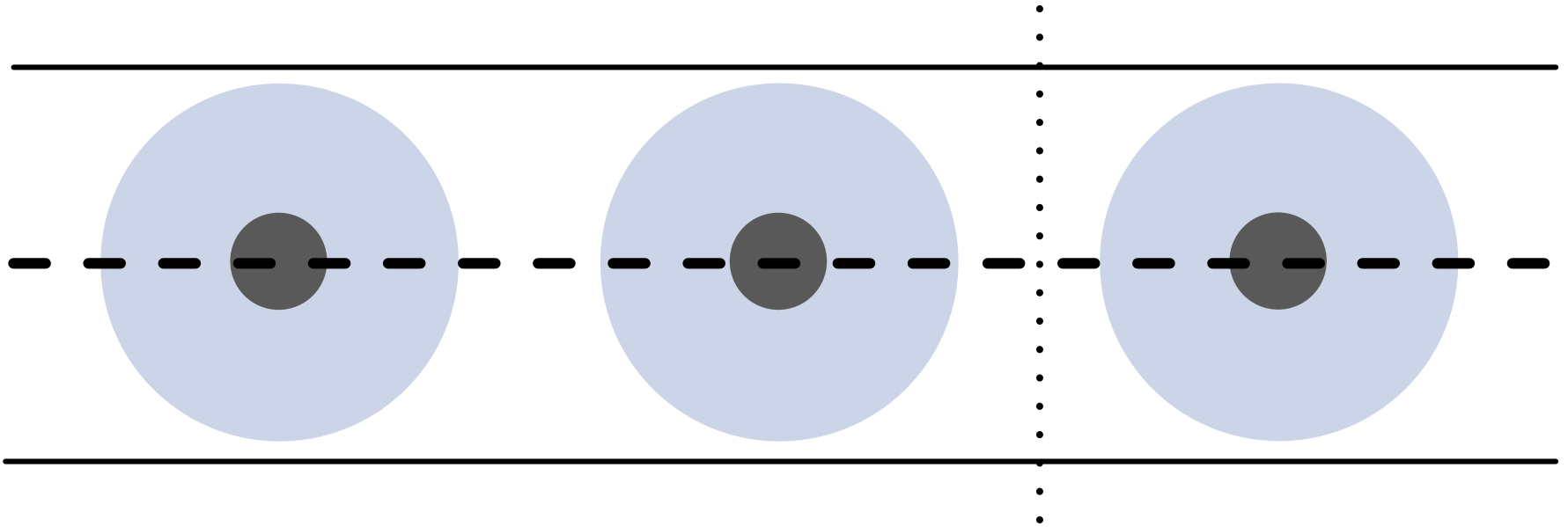
## **URBAN NODES:**

**places with considerable spatial implications  
of infrastructure development**



**INTEGRATED INFRASTRUCTURAL AND  
SPATIAL DEVELOPMENT**

# CONCEPT OF TRANSPORT CORRIDOR



TRANSPORT NODE



NATIONAL BORDER



URBAN REGION



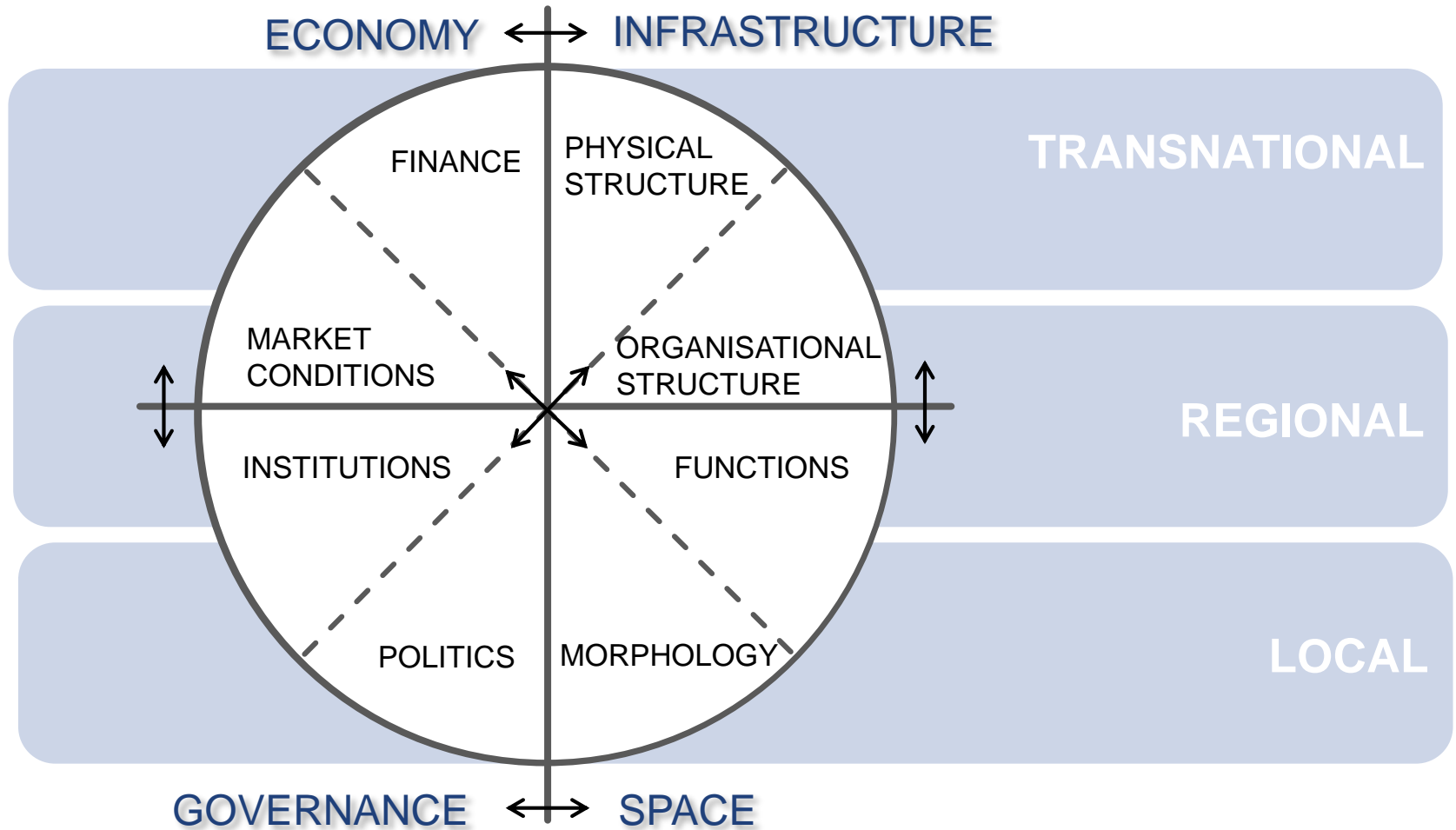
CORRIDOR BORDER



TRANSPORT INFRASTRUCTURE

Source: Transport corridor conceptualisation (Witte, 2014)

# MULTIDIMENSIONAL & MULTI-SCALAR NATURE OF CORRIDORS



Source: Analytical framework for corridors (Witte, 2014)

**POLICY**

sectorial, one-dimensional approach

**ADMINISTRATION**

lack of institutions and governance structures

**PRACTICE**

persistence of bottlenecks

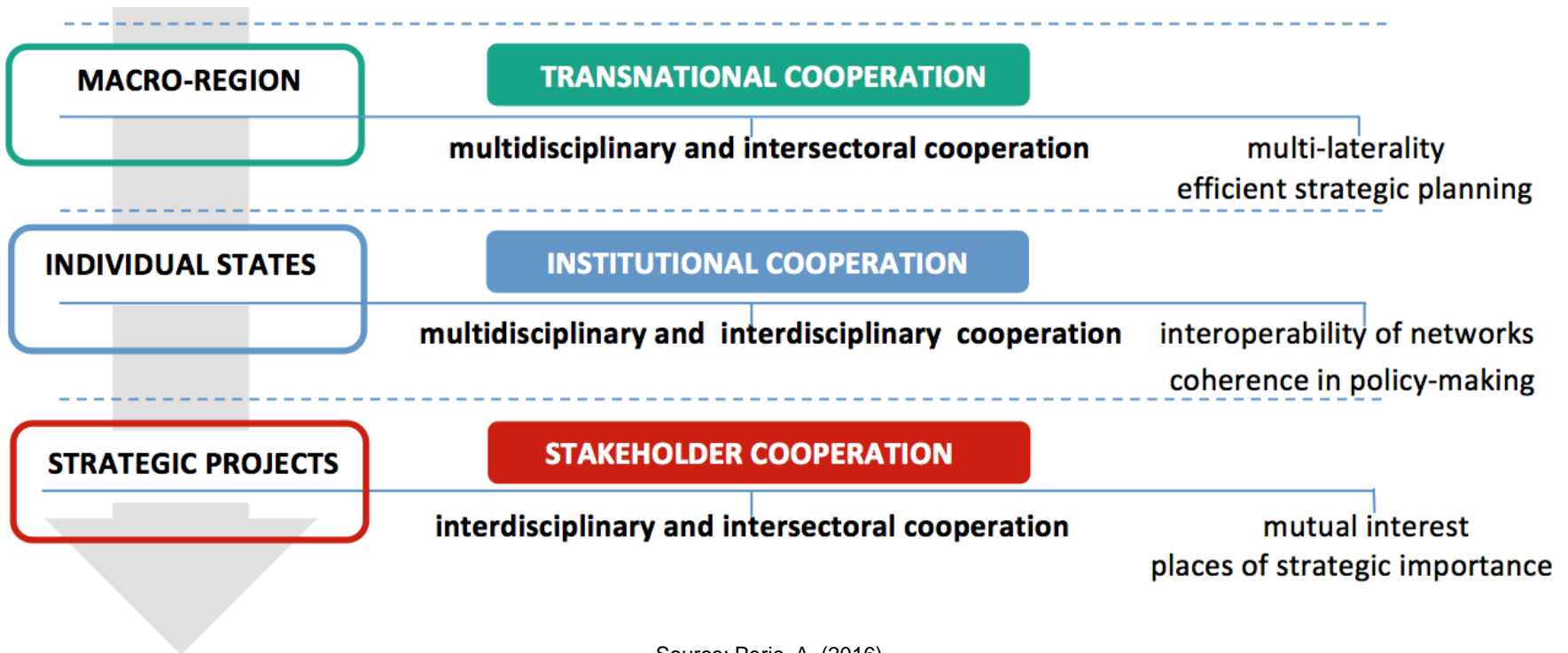
**ACADEMIA**

absence of specific knowledge

**THE NEED FOR INTEGRATION**



# A COOPERATIVE APPROACH TO INTEGRATED SPATIAL AND TRANSPORT DEVELOPMENT



Source: Peric, A. (2016)

## MULTI-LEVEL GOVERNANCE



transnational / EU  
regional  
local

**GOVERNMENT**

**vertical  
cooperation**



public sector  
private sector  
citizens

**STAKEHOLDERS**

**horizontal  
cooperation**



## SUPRANATIONALISM



transfer of sovereignty  
to a higher institution

**‘functional spillover’  
>> political spillover**

**MLG type I**

## INTERGOVERNMENTALISM



cooperative arrangements  
on common interest

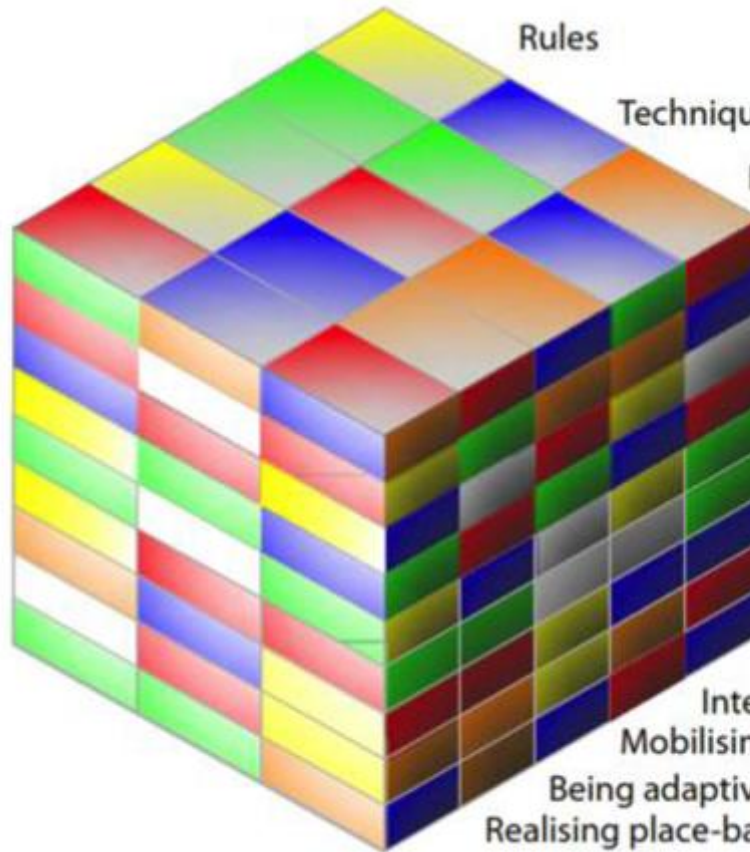
**national interest  
integration in low politics**

**MLG type II**

# ESPON's 'Rubikube' of territorial governance

**Levels of action**

- Supranational
- Transnational
- National
- Cross-border
- Interregional
- Regional
- Sub-regional
- Local
- Sub-local



Rules

Techniques

Practices

**Interactive resources**

Coordinating actions

Integrating policies

Mobilising participation

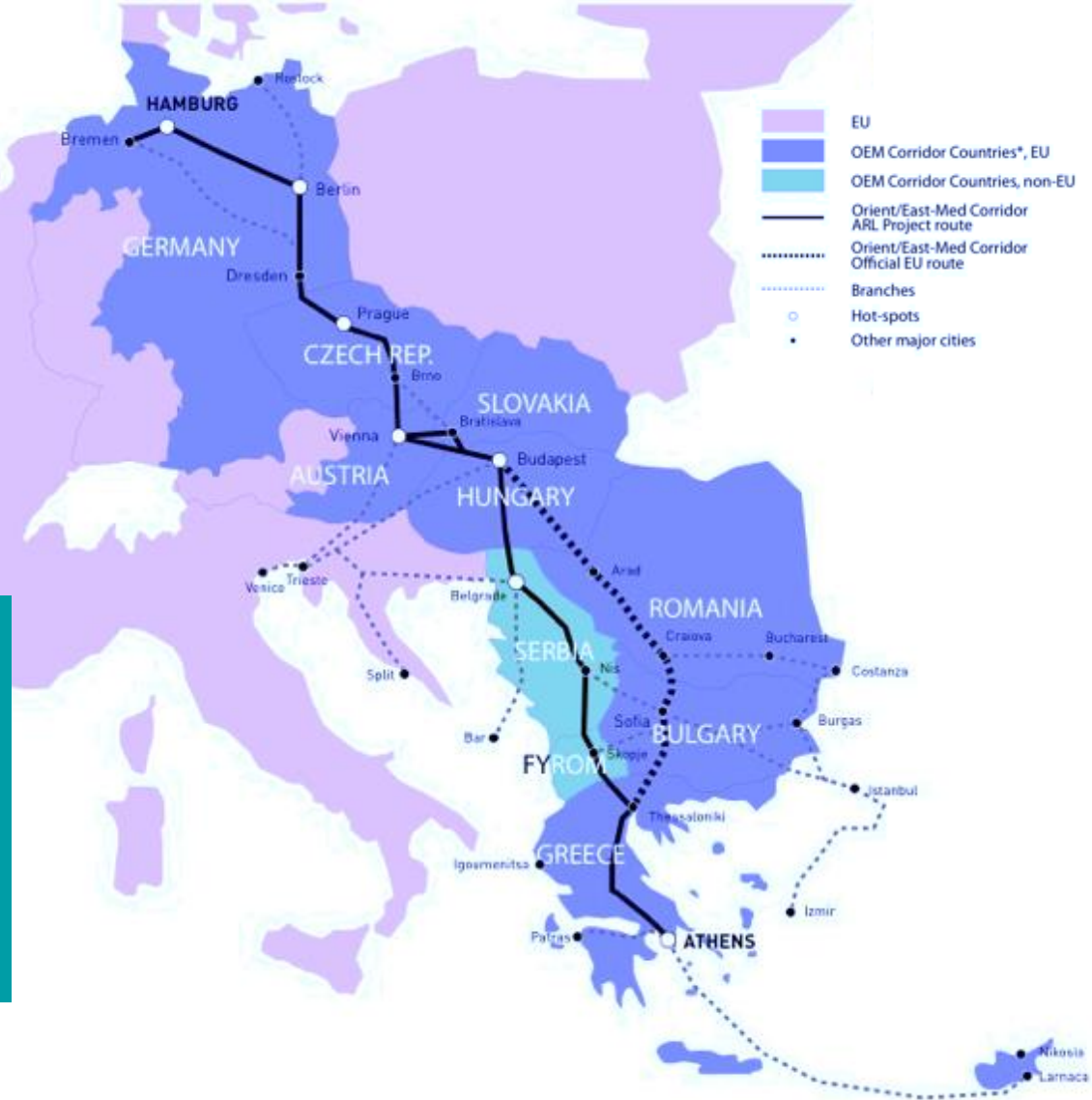
Being adaptive to change

Realising place-based impacts

**Dimensions**

# BOTTLENECKS

- infrastructural obstacles
- sectorial policy approach
- lack of institutions
- geopolitical challenges
- economic instability





BERLIN

VIENNA



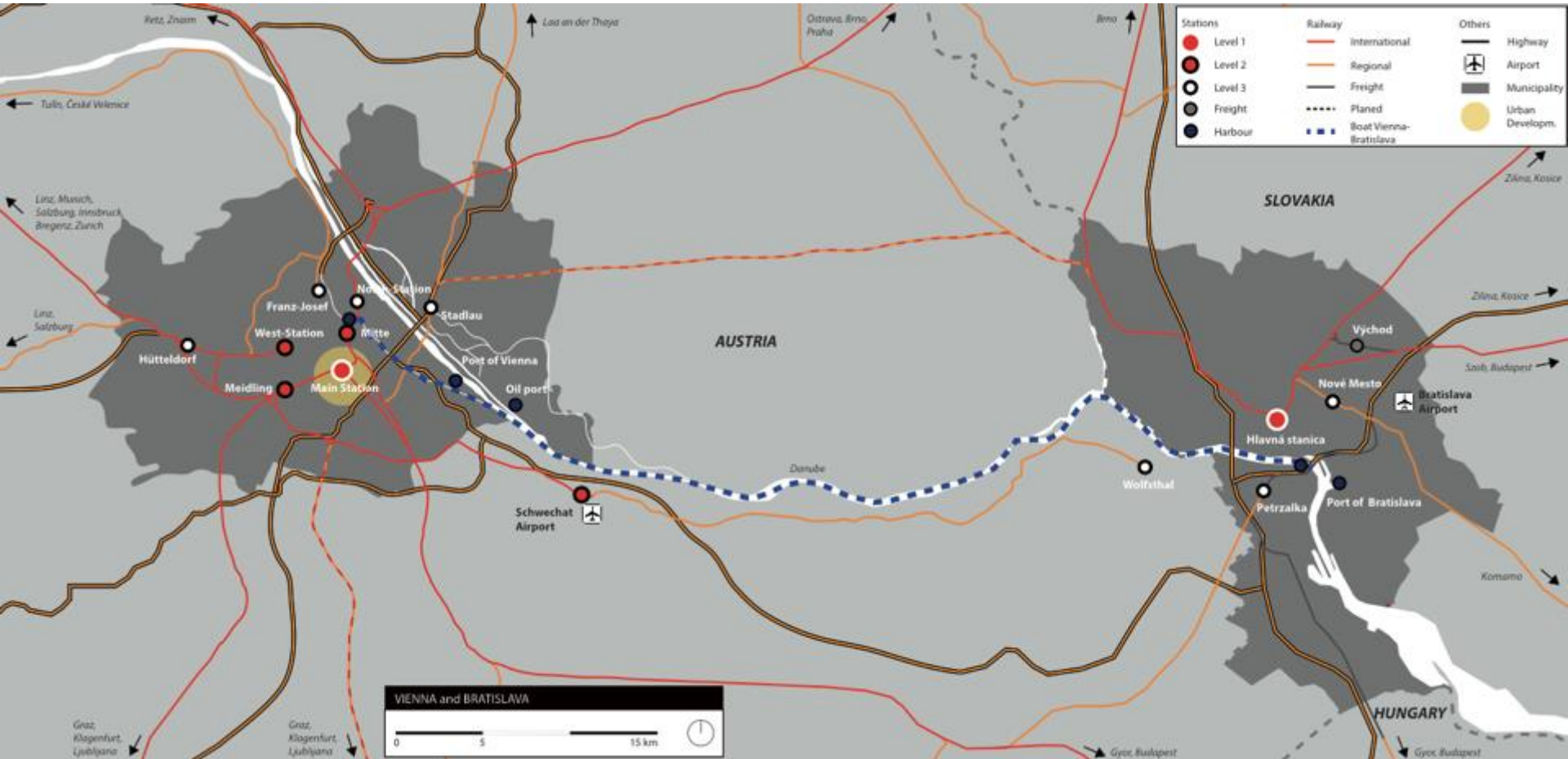
BELGRADE

ATHENS



Source: Niedermaier, 2018





Source: Niedermaier, M. (2017) IRL, ETHZ







**Transport hub in the central city core**

**Good connection:** international network  
metro, bus and tram lines

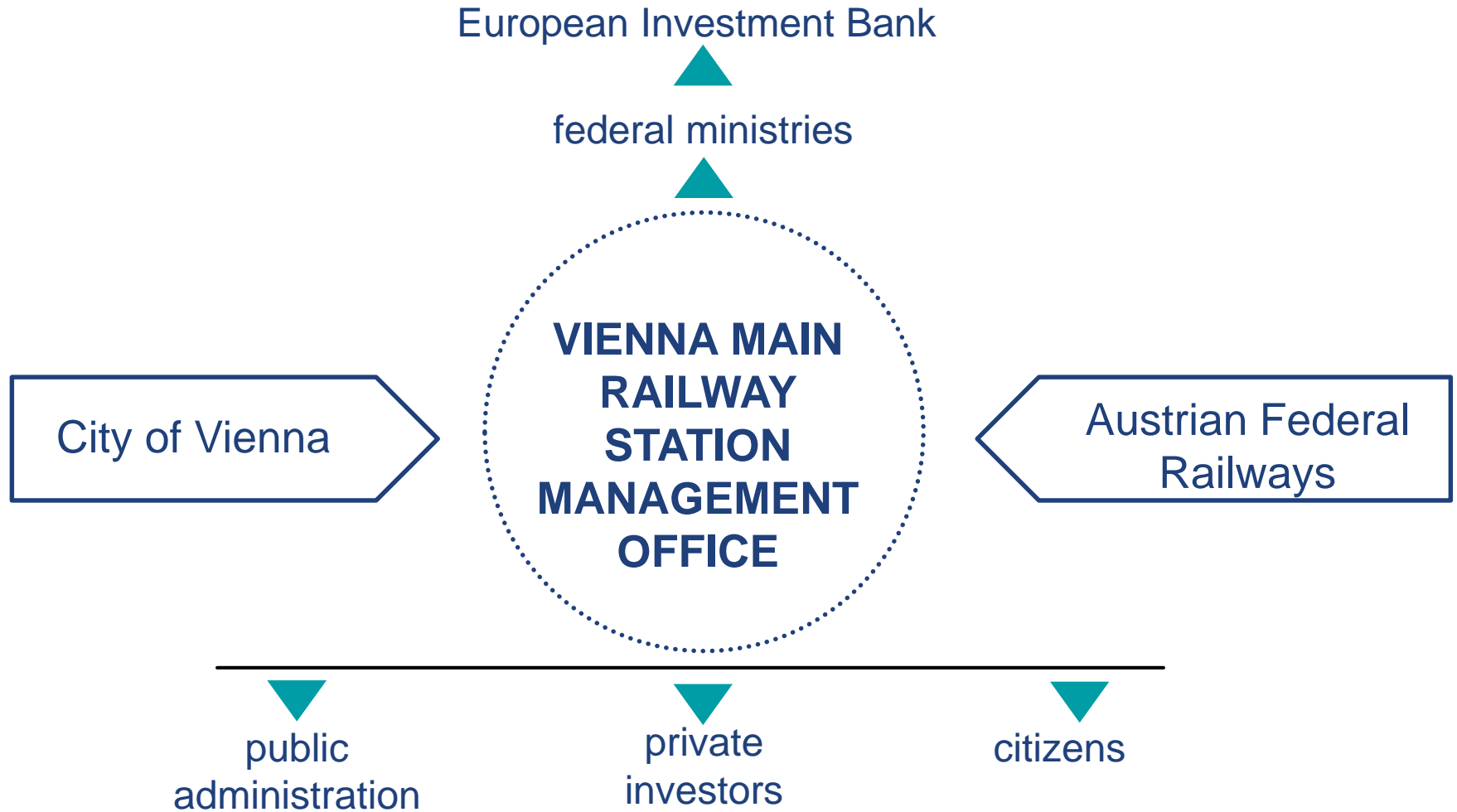




**More than a station:**

Good example of integrated spatial and infrastructure planning

**Strong collaboration of various stakeholders at local level**



## HOW TO FOSTER TERRITORIAL GOVERNANCE AT LOCAL LEVEL?

- Establish a **'culture of cooperation'**
- Understand the **diversity of contexts** (political, social, institutional)
- Improve **institutional capacity** (both administrative and financial)
- Understand **local development needs**
- Foster **'governing through enabling'** approach
- Support **individuals** driving territorial governance
- Improve understanding on **usefulness of territorial dimension**

**interconnections between transport,  
spatial development  
and broader socio-economic context**

**spatial planners** need to understand and coordinate integrated spatial and transport development **at various levels**

**joint dissemination of knowledge,  
know-how and best practices**

**EU as a facilitator**  
in such a process

For more information, please visit  
<https://www.arl-net.de/de/projekte/spatial-and-transport-development-european-corridors-example-corridor-22-hamburg-athens>

or contact

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