



Format for VitalNodes workshops for Tier 1 (and Tier 2 and 3) urban nodes

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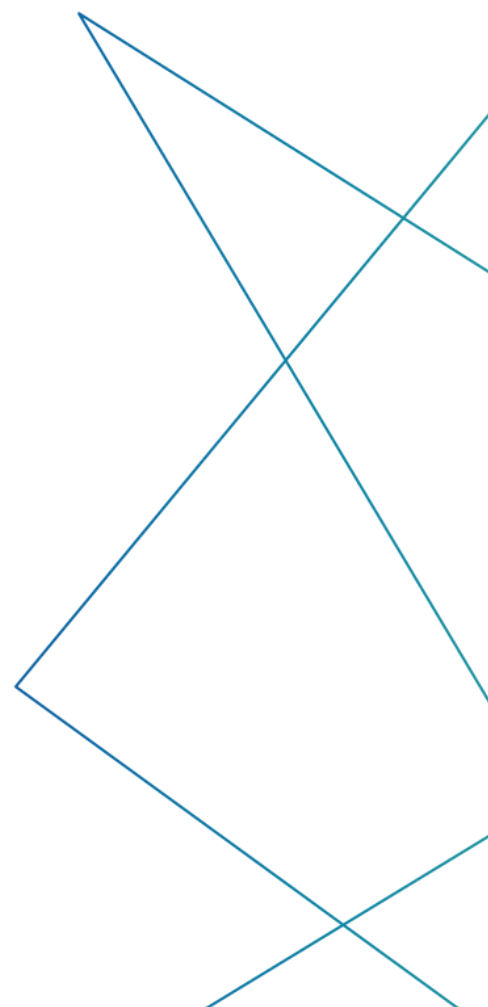
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Executive summary

In the Vital Nodes project, a series of workshops have been planned in the eight European urban nodes ('Tier 1 urban nodes'). The goals of the workshops are closely related to the main objectives of the VitalNodes project:

- Deliver validated recommendations for a more effective and sustainable integration of all 88 urban nodes into the TEN-T corridors focusing on freight logistics
- Establish a long-lasting European expert network based on existing (inter)national and regional networks for safeguarding long-term continuity in knowledge and implementation

First the workshop will provide results and input for delivering validated recommendations. Second the different stakeholders participating in these workshops will be asked to become part of the long-lasting European expert network.

A good workshop format is crucial for identifying the same categories of information and results in all the urban nodes workshops. As a result it will be possible to compare the information and results of the workshops with each other and aggregate results into lessons, conclusions and recommendations.

Besides this, the workshop format should give guidance to the process of the workshops, while acknowledging that this process will be partly different in each of the Tier 1 urban nodes, depending on the specific context, goal and challenges to be addressed in each of these urban nodes.

For this purpose, the goals for the specific workshops have to be further clarified. Per urban node the goals need to be specified, matching the specific situation/urban node. This will be done in close cooperation with stakeholders of the urban node, preferably with one clear liaison/contact person for the VitalNodes team within the specific urban node. In the urban node relevant stakeholders are identified at local, regional and national levels, including the corridor perspective, on topics as mobility and infrastructure planning (road, rail, waterborne and aviation), urban/land use planning, liveability and environment, freight and logistics. Stakeholders might include not only governmental stakeholders but also private operators, knowledge platforms and chambers of commerce as well.

The report presents the format of workshops in the eight European urban nodes, and contains guidelines for the effective preparation and organization of the workshops.



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1 Goals of the urban node workshop

The preparation and organization of workshops in eight European urban nodes ('Tier 1 urban nodes') is closely related to the main objectives of the VitalNodes project:

- Deliver validated recommendations for a more effective and sustainable integration of all 88 urban nodes into the TEN-T corridors focusing on freight logistics
- Establish a long-lasting European expert network based on existing (inter)national and regional networks for safeguarding long-term continuity in knowledge and implementation

First the workshop will provide results and input for delivering validated recommendations. Second the different stakeholders participating in these workshops will be asked to become part of the long-lasting European expert network.

A good workshop format is crucial for identifying the same categories of information and results in all the urban nodes workshops. As a result it will be possible to compare the information and results of the workshops with each other and aggregate results into lessons, conclusions and recommendations.

Besides this, the workshop format should give guidance to the process of the workshops, while acknowledging that this process will be partly different in each of the Tier 1 urban nodes, depending on the specific context, goal and challenges to be addressed in each of these urban nodes.

In general, the goals for the workshops have to be clarified. Per urban node the goals could be specified, matching the specific situation/urban node. This will be done in close cooperation with stakeholders of the urban node, preferably with one clear liaison/contact person for the VitalNodes team within the specific urban node. In the urban node relevant stakeholders are identified at local, regional and national levels, including the corridor perspective, on topics as mobility and infrastructure planning (road, rail, waterborne and aviation), urban/land use planning, liveability and environment, freight and logistics. Stakeholders might include not only governmental stakeholders but also private operators, knowledge platforms and chambers of commerce as well.

The following, interrelated, generic goals have been formulated for the VitalNodes workshops:

- Agreement on the typology of the urban node (including the facts and figures and data behind this, the definition of the functional urban area, the trends, the position of the node on the TEN-T network and the key challenges to discuss).
- Deepening (key) challenges in relation to (the impact of) good practices and possible solutions, drivers and barriers leading into validated recommendations on the integration of the urban node in the TEN-T network.
- Creating a mind-set with the participating stakeholders that the solutions have impact at different scale levels that are closely interacting (local, city region / functional area / daily urban system, corridor/- TEN-T network), and in time (short term and long term).
- Destill input for recommendations to the European Commission on investment needs (for future infrastructure, transport and spatial developments), on funding strategies and on research needs.

For each urban node these workshop goals have to be related to the specific (key) challenges and context of the urban node that will be addressed. Experiences in the first workshop in Vienna learned



that challenges have to be deepened well before the workshop. In close cooperation with WP2 a so-called ‘fingerprint’ will be developed for each ‘Tier 1’ urban node (see paragraph 2.2.). This ‘fingerprint’ will consist of facts and figures and main challenges relating to the urban node’s freight and logistic situation on national, regional and local level. This means that the workshops will be for a large part custom-made.

Tier 2 and 3 urban nodes

This document, dealing with the format for the VitalNodes workshops will be a ‘living document’. Experiences in the Vienna workshop have given important building blocks for developing this workshop format. At the moment of finalizing this document we are preparing the other Tier 1 urban node workshops, as will be explained in the next paragraph. Besides, input will be given to deployment in the second Tier of nine urban nodes that will start in Month 6 as well as deployment to all 88 urban nodes (‘Tier 3’) starting in Month 12. At this moment the selection of Tier 2 urban nodes is under development, as the criteria to predefine this selection will be output from tasks that are being executed right now by WP2: developing an appraisal methodology on its application for the WP3 and WP4 workshops (resulting in a deliverable (D2.1) in Month 12) and scanning current solutions and their impact (resulting in a deliverable in Month 9 (D2.2)).



2 Preparation

To organise an effective, qualitative and substantively rich workshop the preparation phase is important. During the preparations information is collected based on the methodology developed for the typology of urban nodes (WP2). Besides that challenges are identified. Based on the information gained the workshop's programme is developed and the stakeholders are invited. In chapter 3 (programme), chapter 4 (stakeholders) and chapter 5 (practicalities) the different aspects of the preparation phase are described in more detail. The workshop preparations are a close cooperation between WP2 and WP3 of VitalNodes.

2.1 Local partner

For the identification of challenges and stakeholders the local partner in the urban node plays a significant role. This contact person could be from a municipal, regional or national (governmental) organisation and should act as a 'linking pin' with the stakeholders in the urban node to take part in the (preparation of the) workshop. In close cooperation with the VitalNodes partners, the local partner can execute or contribute to these actions:

- Identify main challenges of the urban node
- Identify all relevant stakeholders
- Connect to and invite the relevant stakeholders to attend the workshop
- Gather relevant information for the development of the 'finger print' (facts and figures; see below)
- Inform the VitalNodes consortium about important discussions, changes, events, etc. taking place in or relevant to the urban node
- Take care of practicalities in the urban node (e.g. making reservations for venue and catering, printing maps for the workshop on three scale levels, etc.)
- Host the workshop.

The practical and operational aspects will be dealt with into more detail in chapter 5 (Practicalities towards a successful workshop). Via analysis, desk research and based on interviews with relevant stakeholders specific challenges of the urban node are identified before the workshop. From a content and process point of view it is really important to get custom-made input or building blocks, e.g.:

- Delivering facts and figures, background documents (e.g. a strategic city vision or transport plan) and maps
- Defining what is the functional area of the urban node
- Identifying challenges, solutions, drivers and barriers
- Contacting stakeholders to explain the workshop's objectives, to fine-tune the goals and expectations and to get input for the workshop
- Collecting good practices as possible input for the urban node's challenges, solutions and drivers and barriers.

Several of these building blocks will be used in drafting the 'fingerprint' for the urban node, by WP2. By using the mentioned sources and putting facts and figures together, all stakeholders will be able to start the workshop with a somewhat equal amount of information about the urban node and the TEN-T



network. This exercise also is the basis for the workshop methodology (duration, peer to peer, round tables, plenary, specific impact issues related to good practices to discuss, et cetera).

When preparing this deliverable the VitalNodes team is in contact with all eight 'Tier 1' urban nodes to discuss their specific challenges and prepare the workshops in these urban nodes (in alphabetical order):

- Budapest (HU)
- Genova (IT)
- Gothenburg (SE)
- Hamburg (DE)
- Munich (DE)
- Rotterdam (NL)
- Strasbourg (FR)
- Turku (FI)

Different than in Vienna we can offer these cities extra resources (EUR 10,000 per urban node workshop) in order to prepare the workshops and the above-mentioned building blocks as essential input.

The experiences gained in the Vienna workshop (Deliverable 3.1) and this report offer a sound basis for developing the appraisal methodology by WP2 (Deliverable 2.1).

2.2 Fingerprint

Urban nodes have very diverse geographical and infrastructural characteristics such as their size, position on various TEN-T corridors, socio-economic development, and the status of the multimodal infrastructure network.

To get a clear understanding on the status of an urban node a so-called 'fingerprint' format is developed (WP2 and WP3). The fingerprint serves as a framework to analyse, appraise and in the end compare urban nodes. Besides, the fingerprint is the basis to shape the further discussion in the node on its main challenges, drivers, (implementation) barriers, appraisal of impact of good practices and/or solutions.

The fingerprint contains data and insights on several relevant dimensions. These include, amongst others; traffic flows and congestion, modal split data, data on environment and safety as well as the current and forecasted corridor function of the node. Qualitative information on urban sprawl and densification, regional developments, other spatial characteristics and institutional, governance and planning structures (in light of the VitalNodes dimensions) is integrated in the fingerprint, too.

The information is categorized on three cascading geographical scales; TEN-T corridor level, urban regional/functional urban area/Daily Urban System level and local/city level. Together with the facts and figures, maps are developed per scale.

The fingerprint can thus be seen as an elaboration on the specific situation of the urban node and its current and future key challenges, including impact. Additionally, the fingerprint will enable the comparison of urban nodes on several dimensions, hence contributing to the development of a general typology (see attachment 1 – fingerprint urban node Vienna (as example)).



To promote consistency between the data of the various urban nodes, the aim is to extract information from Eurostat to the greatest extent possible. Beyond Eurostat data the fingerprint is complemented with a range of local and regional information sources that are specific for the node.

2.2.1 Definitions

To structure the development of the typology and guide the data and information collection, it is crucial to come to a common understanding and description of an urban node.

The urban node will be defined according to Eurostat data: facts and figures of the urban node's region will be based on the NUTS 3 data for the city and the adjacent NUTS 3 regions. In the case of Vienna the region has been defined as the following NUTS 3 regions:

- AT 130: Wien (NB: AT130 itself forms the local level of the city itself)
- AT 126: Wiener Umland/Nordteil (including the Bezirke Korneuburg and Tulln and parts of the Bezirke Gänserdorf, Mistelbach and St. Pölten)
- AT 127: Wiener Umland/Südteil (including the Bezirke Bruck an der Leitha, Baden, Mödling and parts of Bezirk Wien-Umgebung).

This definition makes that the geographical scope of an urban node can differ to a certain extent, due to differences in surface and population density amongst NUTS 3 regions. To structure data and information collection and to be able to compare the different urban nodes among each other, this definition will be used by the VitalNodes team. However, in case we could get access to data at European level this would make it easier and less time-consuming to shape the functional areas.

2.3 Challenges

As described before, analysis, desk research and interviews with relevant key stakeholders will contribute to identifying the specific challenges of an urban node. Focus will be on challenges that are important to the urban node as well as to its integration on the TEN-T network. This will be done by discussing them on three scale levels: local, regional and corridor level (see figure 1).

Generally the challenges will be focused on freight and logistics and address the long-distance freight and last-mile logistics, but not exclusively as they are closely related to the (largely overlapping) passenger transport networks.

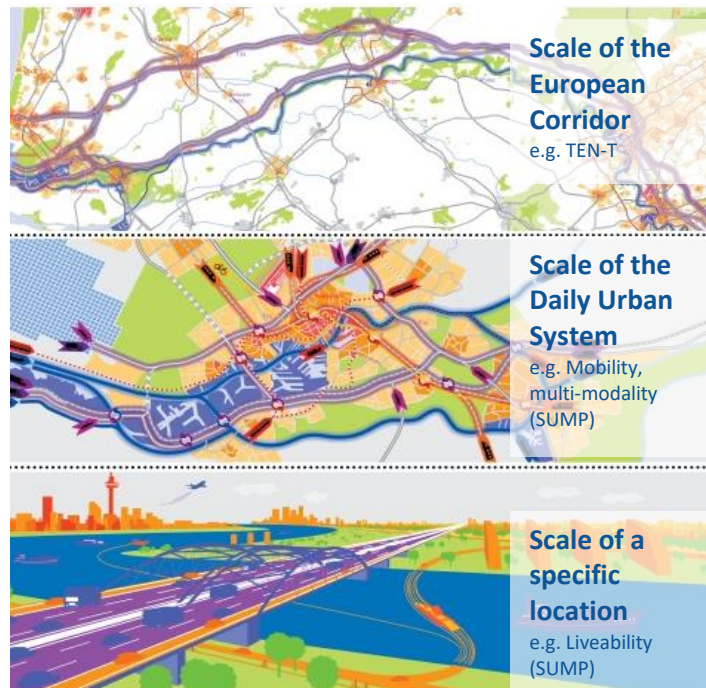


Figure 1 Relevance of different scale levels and their interaction

2.4 Impact, good practices

Good practices are defined as practices / mechanisms that might help to solve a specific challenge with a specific impact. Desk research and interviews indicate that quantification of the impact as well as good practices are not easy to find, because integration of infrastructural, mobility and spatial development is a rather new field. To define a good practice it is required to have insight in the specific challenges and context (fingerprint) of a node. During the workshops spatial design and impact criteria are used to make challenges, barriers and impact of possible solutions / good practices tangible.

It is less relevant to use the term 'best practice', only 'good practices' as the field is rather new. As part of a CSA (Coordination and Support Action) project the workshops' goal is: creating a mind-set, sharing and deepening good practices, understanding the context of the node and applying and discussing good practices in relation to discussed and agreed challenges. Sharing knowledge after the workshop is also part of the network concept of VitalNodes. This means that we don't include a scientific exercise within the workshop, which would also ask for another type of stakeholders. The appraisal framework is further developed on "the background", with validated output on barriers, impact of good practices and solutions from the workshop.

Currently we are working on the exploration of these good practices, resulting in a deliverable (deliverable 2.2) in Month 9. In the first Tier 1 urban nodes we will be working with the good practices already available from interviews, desk research, executed workshops.

2.5 Follow-up

A summary report on the urban node workshop will be sent to all participants. In addition, the stakeholders will be asked to become part of the long-lasting European expert network that will be established during the duration of the VitalNodes project for safeguarding long-term continuity in knowledge and implementation. The communication and dissemination strategy is now being developed (WP6) while the development of a strategic plan for a self-sustaining network (after the VitalNodes project closure) is part of WP1 (Building a network and its legacy). The operationalisation of this follow-up is to be continued.



3 Programme

In general, the programme for each of the urban node workshops will consist of these elements:

- Short introduction of the VitalNodes project
- Description of the workshop goal and expected output for the stakeholders
- Introduction of the urban node's 'fingerprint' (facts and figures)
- Discussing specific challenges of the urban node
- Collecting and discussing solutions, drivers and barriers
- Discussing the added value for Europe – integrating the urban node in the TEN-T network

The programme of the workshop ideally requires to be one day. In Vienna we organised two half-day workshops (a pilot workshop on 16 November 2017 and a workshop on 17 January 2018) during which it was not necessary to split up in smaller groups. Depending on the number of participants, a full-day workshop might give rise to one or two break-out sessions next to a plenary workshop programme.

3.1 Introduction VitalNodes project and workshop goals

The VitalNodes project will be shortly introduced by the moderator or the WP3 representative of the session. Goal of this introduction is to bring all participants on the same information level in relation to the VitalNodes project. The main objectives as well as the expected outcomes will be explained.

Furthermore, also the approach and the programme of the workshop are introduced. This introduction builds on the VitalNodes two-pager that will be shared with all participants on forehand. It is important to keep in mind the added value for the stakeholders ("what's in it for them?") and to refer clearly to the before-mentioned workshop goals.

As part of the project introduction also the ethics consent form (see attachment 2) is explained. After a short explanation the form is circulated among the participants to sign their presence and their approval for how is dealt with the privacy and intellectual property rights.



3.2 Introduction of the urban node's 'fingerprint' and discussing its challenges

After the introduction of the VitalNodes project and the workshop goal(s) the urban node's 'fingerprint' is presented together with the challenges. The challenges in the urban node will be put central for discussion during the workshop. Together with the facts and figures, maps are developed for all three cascading geographical scales. The maps will be put on the wall in the workshop room.

The aim of the fingerprint is to get insight in – and common understanding about – the characteristics of the node, to see similarities and differences between nodes that might specify drivers and barriers for challenges, impacts and solutions, and might show good practices usable for other nodes.

The Vienna Fingerprint has been sent in advance to all the stakeholders participating in the workshop – as well as to key stakeholders of the state of Niederösterreich (Lower Austria) and the City of Vienna – in order to validate the typology.

3.3 European good practices, solutions, drivers and barriers

After discussing the challenges of the urban node, the next step is to focus on the impact of good practices/solution(s), drivers and barriers of the urban node and its stakeholders.

The urban node itself and its specific location along the TEN-T corridor(s) will be taken as a starting point for the discussion. In this way the specific circumstances and location will be taken into account. Besides addressing drivers and barriers, good practises can be identified.

It is required to introduce one or more European good practices to help the stakeholders in the urban node to make a mind shift from thinking in barriers and obstacles towards (potential) solutions and options (see paragraph 2.4). Besides, several good practices connect local, regional and corridor level, so stakeholders will get concrete input and inspiration from other European cities and regions on how the relation between the urban node (local, regional) and the corridor level might be improved.

3.4 Discussing the added value for Europe

Following a discussion on solutions, drivers and barriers, the three scale levels are again related to each other while discussing the added value for Europe. The added value for Europe relates to the integration of the urban node in the TEN-T network. Special attention will be given to drafting a business case with a potential win-win situation for both the urban node (local, regional scale) and the corridor (European scale). E.g. in the case of Vienna solving a local infrastructural bottleneck could result in achieving added value for the TEN-T corridor level as well, by making the overall corridor network more robust and decreasing the vulnerability of the existing network. Identifying this (potential) European added value that can be realised in the urban node (city and region) will be direct input for the recommendations to the urban node and the European Commission.



4 Participants

4.1 Stakeholders: local, regional and national

An important aspect in the organization of the workshops is involving and mobilizing all relevant stakeholders in order to address fully all relevant aspects about the integration of the urban node. This proves to be a time-consuming task. Before organizing the workshop, an overview of all key stakeholders of the selected urban node is needed. This is related to the goal and challenges as described in the previous chapters.

The group of stakeholders entails a multi-level community of different levels, consisting of European, national, regional / functional and local actors. By this, new combinations of different stakeholder groupings will be identified and selected. Which include e.g. representatives of multimodal hubs, (multimodal) freight and logistic operators, port authorities, infrastructure providers, spatial and urban planners and environmental representatives. An option is also to include financiers. Every urban node workshop is expected to host 15 to 20 participants from the urban node and an additional number of maximum three external experts on specific challenges.

The number of participants per workshop might differ, depending on the complexity of the urban node and the potential of integration with the TEN-T network, but will not exceed the maximum of 20 people in order to be able to have a good workshop.

A good collection of relevant stakeholders as participants for the urban node workshops is key. Covering at least the different scale levels (national/corridor level, regional/functional level and local/city level) and disciplines related to the identified challenges. In addition, different categories are relevant to take into account, corresponding with the themes and dimensions as integrated in the VitalNodes approach¹. Per urban node the required number of participants and the typology of the stakeholders to invite depends on the specific urban node itself. Therefore, the combination of stakeholders that needs to be invited for the urban node workshop will be customized for each of the urban nodes.

¹ These six dimensions are: spatial, network, time, value, institutional and implementation.

To have a representative group of cross-sectoral parties a general longlist of potential stakeholders should be created. See the table below.

Stakeholder / organization	Representative
National level	
Ministry of Transport	
National road administration/authority	
National waterway administration	
Railway infrastructure manager	
Environment agency	
Regional level	
Province/Regional representatives	
Airport	
Service providers / forwarder(s)	
Urban/spatial planner/strategic advisor	
Environmental agency/specialist	
Local level	
Urban Node/city – spatial development department	
Urban Node/city – transport/freight & logistics department	
Urban Node/city – environment department	
Port authority	
Operator of multimodal hubs (focus on freight and logistics)	
Public transport operators	
Others	
Research institute/university	
Freight/logistic transport representative	
Company representative	
Chamber of Commerce	
Safety representative	
Others...	

The selection of stakeholders to invite will be made in close cooperation between the VitalNodes consortium and the urban node representative. This representative plays an important role in the selection of and reaching out to the participants, as said in paragraph 2.1.

From the list of relevant stakeholder groupings, a smaller selection is made. They are contacted in advance to discuss the challenges as an essential part of the workshop preparation.

4.2 Experts

Additional on the (local) stakeholders, experts could be invited to join the workshop. The experts will enrich the discussion by contributing from their own field(s) of experience. The selection of experts will be based on the specific challenge(s) of the urban node and the field(s) of expertise in which additional knowledge is expected to enrich the workshops content. Experts could be colleagues of the VitalNodes consortium partners as well as external professionals that are part of the broader partners' network.

4.3 Moderator

A moderator should be selected for each workshop, preferably from within the consortium. The moderator should be closely involved in the preparation of the workshop.



5 Practicalities towards a successful workshop

To organize an effective and successful workshop in the urban node, the following aspects are essential:

- The goal of the workshop as well as the expectations should be commonly agreed upon before the workshop takes place. Because of this Rijkswaterstaat (WP3) and Ecorys (WP2) will contact participants when preparing the workshop.
- Access to the fingerprint of the urban node is needed before the workshop. Based on the information as mentioned/requested, the typology and framework will be pre-produced and co-produced before the workshop. Therefore, it is important to have all relevant data and information available at least two weeks before the workshop takes place, corresponding with the moments of contact with key stakeholders.
- Agreement upon the required stakeholders/participants with the urban node representative, based on and matching with the typology and framework.

A close collaboration between the urban node representative and different partners from within the VitalNodes project is necessary. In the table below the foreseen steps and involved parties are listed.

The table on the next page shows an ideal planning process and concerns selection of participants and data collection /analysis.



Action	Involved parties	Period (estimation)
Inventory relevant stakeholders to participate in the workshop	VitalNodes consortium + urban node representative	10 – 8 weeks prior to workshop
Data collection (including relevant policy documents, project information, governance structures, (implemented) measures, figures and maps)	Urban node representative + VitalNodes consortium	10 – 6 weeks prior to workshop
Data analysis	VitalNodes consortium	10 – 4 weeks prior to workshop
Concept fingerprint	VitalNodes consortium	8 weeks prior to workshop
Contact moderator for the workshop	VitalNodes consortium	8 weeks prior to workshop
Contact relevant external experts	VitalNodes consortium	8 weeks prior to workshop
Invitation participants for the workshop (including project description)	VitalNodes consortium + urban node representative	8 weeks prior to workshop
(telephone) Interviews with participants as stakeholder consultation	VitalNodes consortium	6 – 4 weeks prior to workshop
Discussing programme and methodology workshop (including practical matters)	VitalNodes consortium + urban node representative	4 – 2 weeks prior to workshop
Fingerprint complete	VitalNodes consortium	2 weeks prior to workshop
Sending required information to participants (workshop programme, participants list and fingerprint of the urban node)	VitalNodes consortium + urban node representative	1 week prior to workshop
WORKSHOP		
Report workshop	VitalNodes consortium	2 weeks after workshop
Recommendations to urban node	VitalNodes consortium	2 weeks after workshop
Gathering lessons learned from workshop	VitalNodes consortium	2 weeks after workshop

The table above does not necessarily match all requirements, but provides insight and direction to gain a good cross-sectoral group of representatives for the workshop and a good understanding of the urban node. This will be the basis for facilitating a successful workshop (see also attachment 3).



5.1 Finance

For the organisation of the VitalNodes urban node workshops (Tier 1) a sub-contracting budget of EUR 10.000 per urban node workshop will be available. This will be used to cover potential costs for one or more of the below mentioned aspects:

- Workshop venue, including catering
- Involvement of experts (fee and travel expenses)
- Maps of the urban node on corridor, regional and local level
- Data and information collection
- In case translation is needed: hiring an interpreter / simultaneous translation.

The above-mentioned budget will be coordinated by WP3 leader Rijkswaterstaat. Costs made by subcontractors will be checked with Rijkswaterstaat before made and approved. In case urban nodes, as external parties, should make costs they will have to indicate the amounts to Rijkswaterstaat before getting approval. Besides that, they will have to collect proof of payment(s) that need to be send to the VitalNodes Project Management after the workshop has taken place. The local representative and the VitalNodes representative will make concrete agreements on this.

5.1.1 Workshop venue, including catering

For the organisation of the workshops a venue/location including coffee and tea facilities, drinks and lunch are needed. These will be reserved in the urban node itself, preferable on a location that is easily accessible. On the location basic facilities as a beamer, screen, computer and flip-overs / whiteboards are available. The urban node representative will be asked to take care of this. Besides the representative will be asked to take care of printing the maps (A0 format) that will be an important tool at the workshop.

5.1.2 Involvement of experts

To broaden the discussion during the workshop and gain new insights based on knowledge of the field/specific themes experts will be involved. The fields for which experts are needed for the workshops depend on the challenges and the already participating people. The travel costs and hours spend for the workshop (fee) will be financially compensated.

5.1.3 Maps of the urban node on corridor, regional and local level

To provide insight in the data collected and the arising characteristics of the urban node well designed maps are required on corridor level, regional/functional level and local/city level. Based on these maps the discussion about the challenges and possible solutions can take place during the workshops. The visual maps help to connect the perspective of freight and logistics with the spatial perspective. Depending on the circumstances for specific urban nodes the information provided on the maps might differ.



5.1.4 Data and information collection

To develop the fingerprint of the urban nodes and analyse the challenges of the urban nodes, it is necessary to collect data on modal split, use of roads, waterways and rail, spatial plans and visions, etc. Not all data might be easily accessible for every urban node. Therefore, financial compensation is available for the collection of the necessary information.



Attachments

1. Fingerprint urban node Vienna (example)

VitalNodes - Facts and Figures

Vienna

A) General facts and figures - based on EC definitions and statistic

CITY (= Bezirk 130)	Baseyear 2016		Trend	REGION (= NUTS 3 = Bezirke 126 and 127 and 130 (Wiener Umland Nord, Wiener Umland Sud, Wien))	Baseyear 2016		Trend
	Value	Unit			Value	Unit	
City area (km2)	414,9		↔	Region area (km2)	tbd		↔
Population (city)	1.867.960		↑	Population (region)	2.600.000		↑
Population density city (km2)	4.326,10		↑	Population density city (km2)	4.326,10		↑
GDP (bn EUR)	86,5		↑	GDP (bn EUR)	...		↑
GDP per capita (EUR)	47.700		↑	GDP per capita (EUR)	...		↑

Region = NUTS 3 as defined by EC

B) Corridor

B.1 Current function on the corridors / added value for EC

Vienna is an urban node on three corridors:
1) Baltic-Adriatic 2) Orient / East-Med 3) Rhine-Danube

Vienna integrates road, rail, aviation and waterway networks. On each of the corridors Vienna is positioned mid-way, which heightens the urban node's importance to enable well performing transit flows.

It is noted that Baltic-Adriatic flows by road are mostly transferred along Bratislava. Future investments in road and rail infrastructure between Vienna and the Czech border may draw these North-South flows towards Vienna.

Distinctive factors

- Integrates three corridors
- Trimodal, both freight and passenger
- Large population (freight attraction)
- Borders cohesion regions
- Strong relation with urban node Bratislava

B.2 Overview of the corridors

C) Regional (NUTS3) and functional area

Governance structure

- * City administration of Vienna: local planning
- * City administration of Vienna is also Bundesland
- * Surrounding villages / municipalities: local planning
- * National administration: motorways (road, ASFINAG) and high speed lines (rail, OBB), water (Via Donau)
- * Bundeslaender: Niederösterreich: regional planning
- * Cross border

Important characteristics

- Regional developments
- * urban developments
- * passenger developments
- DC / location / throughput
- * logistics developments

Development perspectives of Stadregion+

Further development in coordination with the provinces' transport concepts

FREIGHT FLOWS	Baseyear (2016)				Trend				
	Modality ('000 tonnes)	Road	Rail	IWW	Aviation	Road	Rail	IWW	Aviation
Intrazonal (Bezirke 130, 126 and 127)						↔	↔	↔	↔
Import (dom.)						↑	↑	↑	↑
Import (Int.)						↑	↑	↑	↑
Export (national)						↑	↑	↑	↑
Export (international)						↑	↑	↑	↑
Transit						↑	↑	↑	↑

see data for whole lower Austria (without Vienna) in separate sheet regional data

PASSENGER FLOWS	Baseyear (2016)				Trend				
	Passengers (million)	Road	Rail	IWW	Aviation	Road	Rail	IWW	Aviation
Intrazonal	0	0	↑	↑	↑	↑	↑
From/to other zones	0,3	1,2	↑	↑	↑	↑	↑

FREIGHT INFRASTRUCTURE	Baseyear (2016)				Trend				
	Modality ('000 tonnes)	Number	Area (ha)	Throughput (mton)	Throughput (TEU)	Number	Area (ha)	Throughput (ton)	Throughput (TEU)
Road-Rail terminal	1	57	4	440.000	↔	↑	↑	↑	↑
Air terminal	1	...	0,5	not applicable	↔	↑	↑	↑	↑
Trimodal terminal	1	300	7	200.000	↔	↑	↑	↑	↑

D) City of Vienna

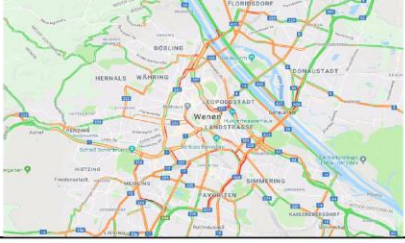
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Urban developments

Major urban development projects are set to develop on Vienna's East in Aspern. Inner city housing projects
- Sonnwendviertel: Region around Hbf
- Nordwestbahnhof

Use of road space	%	Commuter flows (source: Eurostat, trips)	%
Average freight transport on road	tbd	Work by car	41,05
Average passenger transport on road	tbd	Work by public transport	45,55
Average freight transport on ring road	...	Work by motor cycle	0,97
		Work by bicycle	1,71

Work by foot		10,72																						
E) Impacts / performance indicators																								
<p>Capacity rail</p> <p>Link Hütteldorf-Meidling Discussion about link Airport - Eastern Rail Line (Budapest) Discussion about upgrade Pressburgerbahn (Hainburg > Bratislava)</p>	<p>Capacity road (average intensity road on evening peak, source: google maps)</p> 																							
<p>Capacity water</p> <p>no major capacity issues observed</p>	<p>Capacity aviation</p> <p>discussion about extra runway</p>																							
<p>Environment & Health (source: urban audit)</p> <table border="1"> <thead> <tr> <th></th> <th style="text-align: center;">%</th> </tr> </thead> <tbody> <tr> <td>Road traffic noise at night (>55db, % pop. exposed)</td> <td style="text-align: center;">na</td> </tr> <tr> <td>Rail traffic noise at night (>55db, % pop. exposed)</td> <td style="text-align: center;">na</td> </tr> <tr> <td>Air traffic noise at night (>55db, % pop. exposed)</td> <td style="text-align: center;">na</td> </tr> <tr> <td>O3 pollution (# days >120 µg/m3)</td> <td style="text-align: center;">na</td> </tr> <tr> <td>PM10 pollution (# days >50 µg/m3)</td> <td style="text-align: center;">na</td> </tr> </tbody> </table>		%	Road traffic noise at night (>55db, % pop. exposed)	na	Rail traffic noise at night (>55db, % pop. exposed)	na	Air traffic noise at night (>55db, % pop. exposed)	na	O3 pollution (# days >120 µg/m3)	na	PM10 pollution (# days >50 µg/m3)	na	<p>Safety (source: urban audit)</p> <table border="1"> <thead> <tr> <th></th> <th style="text-align: center;">#</th> </tr> </thead> <tbody> <tr> <td>Number of road deaths (2014)</td> <td style="text-align: center;">21</td> </tr> <tr> <td>Number of road injuries (2014)</td> <td style="text-align: center;">7121</td> </tr> <tr> <td>Number of rail deaths</td> <td style="text-align: center;">none</td> </tr> <tr> <td>Number of rail injuries</td> <td style="text-align: center;">none</td> </tr> </tbody> </table>			#	Number of road deaths (2014)	21	Number of road injuries (2014)	7121	Number of rail deaths	none	Number of rail injuries	none
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<p><i>observation: health and safety issues appear to be relatively limited (?)</i></p>																								

Vienna

G) Challenges / barriers

- A **(Lack of) logistics oriented development**
Logistic centres / distribution centers / multi company hubs
Link between long distance and last mile (city) logistics
- B **Spatial planning at functional area**
Polycentric concept for urban development and multi-modal transport
Cross-border (towards a common strategy with West-East (Bratislava))
- C **Robustness and vulnerability of the network**
Capacity constraints in city (Danube crossing: road and rail), in functional area and on corridors
Alternative routes (bypass South), modes and timing

H) Best practices (Drivers & Barriers - to be discussed with the urban node)

Logistics Broker / Verkeersonderneming (public - private) - Rotterdam

Type of practice Institutional improvement
Description: Logistics Broker / Verkeersonderneming (public - private) - Rotterdam
Link with challenge: A and C
Impacts: less urban freight movements on urban roads
Contact person

Intendant (Antwerp)

Type of practice Institutional improvement
Description: facilitator for infrastructural and environmental liveability issues
Link with challenge: B
Impacts: stake in an earlier phase, so that implementation time is reduced
Contact person

Urban Logistics: A strategic plan for La Poste Group – the EVOL project in Grenoble

Type of practice Spatial
Description: Spatial and land use on logistics activities (in co - operation with POLIS freight workshop)
Link with challenge: A,B
Impacts: consolidation
Contact person see presentation attached

Spatial development optimisation - Gothenborg

Type of practice Spatial
Description: Urban, optimising the use of road infra in space and time for urban freight act (in co - operation with POLIS freight workshop and node Gothenborg and Stockholm)
Link with challenge: B, A
Impacts:
Contact person see presentations attached

Norrköping

Type of practice capacity on the rail for passengers / freight (CEF financed)
Description: creation of new rail passenger capacity , re-location and consolidation of freight terminals
Link with challenge: C
Impacts: more capacity for freight on existing rail, less urban freight traffic
Contact person Trafikverket

Manchester

Description: Freight, logistics and Sustainable Urban Mobility Plans in Greater Manchester
see presentation attached

Synchromodality / business cases logistics providers

Type of practice Synchromodal transportation
Description: <http://www.synchromodaliteit.nl/bestpractices/newways-brabant/>

Parcel lockers / urban logistics

Type of practice urban logistics
Description: several practices
Impacts: mode shift, required space in dense areas

Sustainable urban logistics UPS

Type of practice urban logistics
Description: cycle logistics (Hamburg, London) , see presentation attached

Mono Prix (Paris)

Type of practice urban logistics
Description: <http://www.eltis.org/discover/case-studies/sustainable-deliveries-goods-paris-france>
Impacts: a.o. shift road-rail; reduction of 410.000 tCO2 / year, 25t NOX / year, reduced need of space in warehouses, decreasing costs
Contact person see link

Deliveries by water (Utrecht, Paris)

Type of practice beer boat (Utrecht), fanprix (Paris)
Description: www.bestfact.net
Impacts: a.o. modal shift, CO2 reduction
Contact person see link

Location of warehouses

Type of practice Nike
Description: <https://news.nike.com/news/nike-laakdal-belgium-campus>
Impacts: a.o. saving 14.000 truck journeys a year

Simulation of logistics in urban environment

Description: <http://www.sciencedirect.com/science/article/pii/S235214651600003X>

Mega logistics center

Type of practice Atlanta: a mega logistics center in the Piedmont Atlantic Megaregion (PAM)
Description: <https://www.sciencedirect.com/science/article/pii/S0966692312001305>

C-Liege: integrated urban freight transport

Type of practice More co-operation and better management for more energy efficiency and less CO₂
Description: <http://www.c-liege.eu/>

2. Ethics consent form

MG4.3-2016 VitalNodes

CALL IDENTIFIER: H2020-MG-2017

VitalNodes information sheet and informed consent form

Two documents are enclosed:

- Information Sheet (sharing information about the project)
- Consent Form (for signatures if you choose to participate)

On request, you can receive a copy of the full Informed Consent Form.

Information sheet

You are invited to take part in a coordination and support action called VitalNodes. The project is funded by the European Commission's Horizon 2020 program.

What is the aim of VitalNodes?

VitalNodes seeks to build a lasting European network of key stakeholders based on existing European, national and regional networks. By enriching and applying an already proven approach for the optimisation of economic, social and environmental vitality of urban areas from the perspective of multimodal transport infrastructures and spatial development (NUVit)⁴ VitalNodes will deliver evidence-based recommendations for more (cost) efficient and sustainable integration covering all 88 urban nodes in the TEN-T corridors, addressing specifically the multi- and intermodal connection between long-distance and last-mile freight delivery. These recommendations will be validated by applying an appraisal tool and by involving experts from the growing VitalNodes network.

Why have you been chosen?

You have been chosen because of your expertise on the TEN-T corridors / Urban Nodes / freight logistics / last-mile transport. Your opinion will help us to validate recommendations for cost-efficient and sustainable integration of urban nodes and TEN-T corridors.

What would you be asked to do if you decide to take part?

If you decide to take part, we will ask you sign a consent form. We will then ask you participate in a workshop about TEN-T corridors / Urban Nodes / freight logistics / last-mile transport in It will take you about half a day.

You do not have to answer every question.

What benefit can you obtain from participating in the research?

You will contribute to make a better place. As a resident, you may benefit from the improvements of the quality of life and mobility generated by VitalNodes. There will be no retribution for your participation, but your travel costs will be reimbursed.

Does your participation in this study involve any risk?

There are no risks, discomforts, or inconveniences associated with your participation in this study, other than the time to participate in interviews /participate in the workshop.

Are you obliged to participate?

No, your participation is entirely voluntary. You can freely choose either to participate or to decline the invitation. Before you decide whether you wish to participate, please take as much time as you require to read the information in this sheet. Feel free to discuss the information with others, and do not hesitate to ask if you find anything unclear, or if you require any additional information or guidance. If you do not wish to take part at the current time, please feel free to take this information away with you. There will be no negative consequence for you if you do not participate.

⁴ NUVit, stands for 'Networking for Urban Vitality', see www.nuvit.eu. For an overview of the approach and cases see: Arts, J., R. Linssen, T. Hanekamp & R. Broesi (2015). Networking for Urban Vitality (NUVit)- Practical Cases & Innovation Agenda 2015-2016. Rijkswaterstaat/MUST, Amsterdam/Cologne.



MG4.3-2016 VitalNodes

CALL IDENTIFIER: H2020-MG-2017

Can you change your decision about participation?

Yes, you can withdraw from participation at any time, even after you have started filling in this form. There will be no negative consequence for you if you withdraw.

What happens to the information you provide?

The answers you provide will be immediately transferred onto an electronic support and anonymised. Only the electronic, anonymised data will be stored and used in VitalNodes. The data may be made publicly available according to the European legislation on open data. Datasets will be stored by VitalNodes for at least 5 years from the end of the project. We will utilize the data to achieve the objectives of VitalNodes and to document its procedures and outcomes. Data may also be used for scientific publications. Your privacy will be protected in any case.

How is confidentiality maintained?

We ask personal information such as name and contact details because we may get in touch with you for a follow up of this study. You do not have any obligation to provide personal information or to participate in the follow up study. If you decide to provide personal information, such data will be kept separately from the data used for research purposes and protected with 128-bit encryption technology. The personal data will be destroyed at the end of VitalNodes project but you can ask to have your personal data cancelled at any moment.

Can the information you provide be removed from the VitalNodes datasets?

Your data can be removed from our archive if we have your personal details and if they have not yet been used in reports or publications or made publicly available.

Who should you contact for any request concerning the information you provide?

Please contact

Mr. Sjaak van der Werf
Rijkswaterstaat
sjaak.vander.werf@rws.nl
+31 (0)6 30 37 66 42

Many thanks for your contribution to Vital Nodes!

3. Planning scheme workshop preparation

