



Summary | Annual Conference

Rome, 09 - 11 April 2025

„The new European TEN-T regulation on urban nodes: Challenges for cities and regions on sustainable mobility and clean, intelligent transport solutions“



On the invitation of IMPACTS president Eugenio Patanè, the annual IMPACTS conference in 2025 took place in Rome. **“The new European TEN-T regulation on urban nodes: Challenges for cities and regions on sustainable mobility and clean, intelligent transport solutions”** served as the umbrella theme for the conference.

To transform mobility and transport towards more sustainability is not only crucial if we want to adapt our cities regarding the effects of climate change and to make progress on the path to climate neutrality, for the benefit of the citizens. It has also become part of European legislation creating new demands for all the cities that are urban nodes according to the this new regulation. This was reflected by the general topic of the conference: *“The new European TEN-T regulation on urban nodes: Challenges for cities and regions on sustainable mobility and clean, intelligent transport solutions”* with Rome as the perfect place to discuss this issue regarding some fundamental changes that have taken place in the city during the last years and the very active role of Rome on the European level. Several formats (keynote, sessions, panel discussion, site visits...) were used for a deep dive into a broad range of sub topics.

Opening and introduction

Representing the City of Rome, the conference in Palazzo Valentini was officially opened by **Eugenio Patanè**, Deputy Mayor for Mobility of Rome and IMPACTS president, not only welcoming the participants of the conference but also already using a short presentation to give first insights into the big challenges Rome is facing regarding sustainable mobility and the strategies and programs the city is working on to meet the demands of the European regulation frame.

The keynote speech to set the frame for the discussion during the following days was given by **Edoardo Zanchini**, Director of the Rome Climate Office, starting with a very strategic view and a presentation with the title *"Urban Mobility and Environment: the Climate City Contracts to face the new challenges and the roadmap for Rome towards climate neutrality"*. The main focus was on the role of the cities in the necessary decarbonization process based on impressive data regarding the impacts of climate change to our daily life. Rome's climate strategy (including a specific adaption strategy from 2025) sets the framework for the several activities of the city. Rome has also signed the Climate City Contract in 2024. The action plan has a strong focus on the improvement of public transport.



Photo: City of Rome



Photo: Burkhard Horn

Panel discussion The new regulation frame – new challenges for our cities and metropolitan regions?

The keynote was followed by a panel discussion dealing with the specific challenges for the cities resulting from the new regulation frame moderated by **Andrea Ricci**, ISINNOVA, President of the Technical and Scientific Committee of APRE (Agency for the Promotion of European Research). He started the discussion with a short projection into the year 2050 using three possible future city models and developing different scenarios regarding the possibilities to solve the most urgent issues for our cities. The key message: success is possible – but hard to achieve.

The panelists (**Michèle-Angélique Nicol**, Paris; **Janet Horner**, Dublin; **Eugenio Patanè**, Rome; and **Johannes Wieczorek**, Berlin) picked up on this introduction and the keynote and discussed the challenges from the view of their cities along these questions:

- Which new/additional demands for cities emerge from the TEN-T guidelines? Are we not already doing most of the things that are now required? To what extent is your city already in line with the new requirements?
- What is the biggest challenge and/or controversial issue emerging from the guidelines?

All cities have quite recent strategic frameworks on the SUMP level as basis for their work to fulfil the demands of the new requirements and are working intensely on the implementation. However, quite often different governance issues appear as obstacles regarding the necessary progress (fragmented responsibilities, availability of data, organizational issues). The main challenge is not necessarily a lack of funding, but rather a lack of consistency over time in the implementation of the change, due to the mentioned problems and some political interferences. Still, everybody agreed that change in the sense of Andrea Ricci's introduction is possible and does already happen.

Session 1: The goal of climate neutrality – demands on Sustainable Urban Mobility Plans (SUMP) and innovation strategies

The first session (chaired by **Fabio Nussio**, Senior expert in ITS and sustainable mobility) with inputs from the IMPACTS member cities Hamburg, Dublin, Madrid and Rome dealt with different approaches on the strategic level to meet the challenges and demands put up not only by the new European regulation frame but also in general regarding sustainability and livability of our cities. Another important issue was the aspect of innovation in these strategies.

Tina Wagner (City of Hamburg, Director-General of Transport) started the session with her input on *"SUMP and digital mobility strategy for Hamburg"* presenting both strategies regarding goals and measures, aiming at sustainable and reliable mobility for everyone and climate neutrality. Hamburg's SUMP defines 10 key areas of action, with a strong focus on public transport, redistribution of public space, digitalization of mobility and more livability for city centre and neighbourhoods. The digital mobility strategy aims for higher efficiency of the transport system, improved sustainability and enhanced user experience. The fields of action include traffic management, an integrated mobility platform, autonomous shuttles integrated in public transport and the digitization of the metro and the suburban railway system. More information: <https://hamburg.de/go/sump-en>



Brendan O'Brien (Dublin City Council, Environment and Transportation Department)

talked about the *"Implementation of the Dublin City Centre Transport Plan"*, actually giving an update for this strategy he has presented at last year's IMPACTS conference in Madrid. After summarizing the key targets and expected outcomes of this strategy he presented some




of the measures implemented during the last years and their quite impressive positive effects for Dublin's city centre. A special focus was put on the public discussion accompanying the implementation of the measures, especially some resistance of influential business groups (including a well-known brewery) which was finally overcome.


In the third input, **Maria José Aparicio Sanchiz** (City of Madrid, General Coordinator of Mobility) explained the role of Madrid as urban node within the TEN-T network and the key features of Madrid's SUMP as part of the "Madrid 360 Environmental Sustainability Strategy" with a special focus on the importance of monitoring and evaluation. Regarding the necessity to make this change permanent (one of the key questions for this session) she stated the following five crucial issues:


- Regulatory & policy framework
- Sustainable infrastructure
- Public & private sector collaboration
- Education & awareness
- Monitoring & adaptation

Finally, **Imola Mazzocco** (City of Rome Mobility Department) and **Chiara Di Majo** (Service Mobility Agency for the City of Rome) gave insights about the strategic framework and the key measures for sustainable mobility in Rome: *"The new mobility infrastructures supporting the SUMP objectives and the UPPER Mission Project"*. After a short overview about the challenges Rome is facing to overcome traffic, car dependency, impacts on environment and climate, the objectives of the SUMP on the different time frames, and Rome's role in the TEN-T network, the main focus was laid on the implementation of new mobility infrastructure: extension of the tramway network, renewal of bus fleets including electrification, cycling network connection, new metro lines and trains. The importance of an efficient cooperation between the different local entities was highlighted, especially concerning the integration of the City and the Metropolitan Area SUMPs.



Mass Rapid Transport – the metro network development
A challenging scenario for new metro lines






At present, with the last stop **San Giovanni**, there are about **55,000 passengers** on the line during the day.

With the arrival at **Colosseo** an increase in LPT use on the Metro C line of **50%** is expected, largely absorbed directly by the Metro C.

With **Venice** there is a further increase of about 15%. With the complete line we will have that LPT use in the area of influence of Line C will increase from **21% to 32%**.



Summarizing his learnings from the four presentations, the moderator pointed out the increasing importance of good data, monitoring and evaluation, enabling the cities to ensure the achievement of the main goals, to make necessary adaptations for the strategies and their implementation and to have better arguments to overcome resistance against specific measures.



Line C: Venezia station construction site



Site visit: Piazza Venezia Metro C station Construction Worksite

The conference continued with a site visit to the construction worksite of the metro station “Piazza Venezia” as part of the new Metro Line C guided by **Andrea Sciotti** (CTO of Roma Metropolitane and responsible for this project) who also gave an introductory presentation about this challenging project before the site visit. It was very impressive for the participants of the conference to see the enormous effort for building a metro station right in the middle of a for the city historically and archeologically most important area.

Session 2: Visions for the future: How can we win society for the necessary change?

The second session, chaired by **Burkhard Horn** (IMPACTS Secretary), dealt with the role of participation and communication as a crucial part of the process to transform urban mobility in the direction of more sustainability and livability:

- How important are long term visions or narratives?
- How can we address most of the society with its different social groups and needs?
- What is the influence of the general political situation on the success of participation?
- Which formats have proved successful and efficient?
- What kind of resources are needed for successful participation and communication?



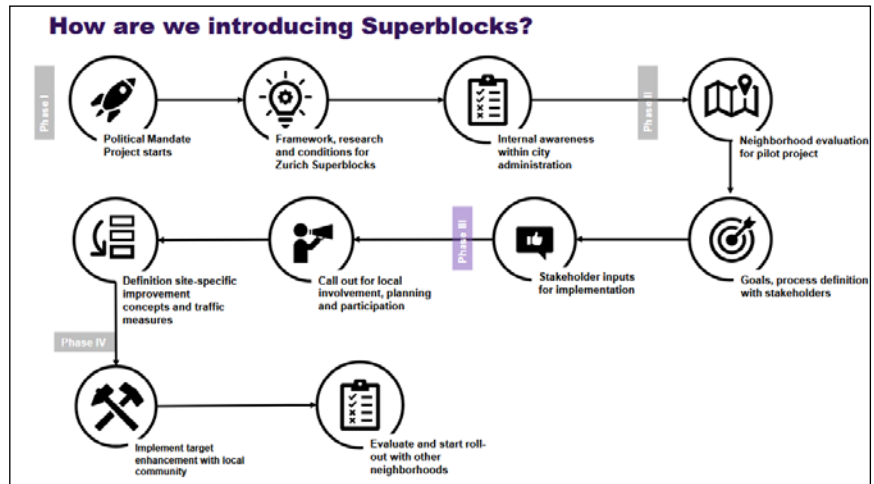
Photo: City of Rome

After three short presentations with case studies from Amsterdam, Zurich and Paris working groups gave the possibility to discuss these cases in detail, followed by a summarizing discussion in the plenary at the end of the session.

An-jes Oudshoorn (City of Amsterdam, Directorate Infrastructure Traffic and Transport, Principal/ Client) started the session with her presentation *"Approach for participation processes in relation to course "Amsterdam creates space"*. The implementation of the long-term vision "Amsterdam creates space" (aiming at 2050) is accompanied by continuous consultation with the citizens on different levels. This was shown at two examples from 2024. A participatory value evaluation was launched as a digital consultation with 5000 participants with the clear outcome regarding

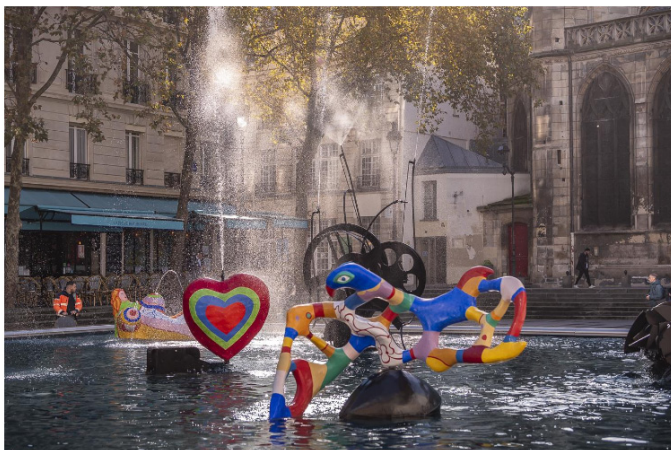
priorities to be set by the local government: more space for children, vulnerable road users and public transport – less space for parked cars and less priority for accessibility of the city centre by private car. The second example was the “connected neighbourhood approach” enabling citizens to have an active role in redesigning public space near their home.

Diana Celi, City of Zurich, Department for Civil Engineering (division for transport and urban space planning), presented another approach titled “*Redesign of city neighbourhoods in Zurich (participation process)*”.



Based on the new strategy “Urban Space and Mobility 2040” (aiming to reduce the car traffic within the city by 30%) she described how Zurich is implementing “superblocks”: neighbourhoods without through traffic, enhanced green areas and improved quality of public space. Zurich is starting with four pilot projects, each with different frame conditions. Participation is already part of the selection criteria and pilot area definition. It continues to play a key role throughout the step-by-step implementation process. First learnings from this process show that participation engages the community, local stakeholders and residents, helps to develop tailor solutions for each specific neighbourhood, enhances acceptance and understanding among the residents and supports building a common vision among the city departments for future implementation of superblocks.

Finally, **Michèle- Angélique Nicol**, City of Paris, Head of the PEPQA (Public Space Sharing and Air Quality) Department, Paris Mobility Agency, presented an overview of the broad scale of participation tools used in Paris. Based on a governance agreement about the role of



Renovation of the Stravinsky fountain thanks to the participatory budget (2018)

participation there are three headlines for the different tools: “contribute to municipal action”, “have the power to act” and “participate in public decision making”. Several examples illustrated these fields of participation, from the “enhance your neighbourhood” method and the “Parisian participatory budget” to the citizen assembly and public votes.

After very intense discussions on these cases in the working groups, in the summarizing plenary discussion the three speakers presented their conclusions from the working groups:

- We have to make voices heard that won't be heard otherwise ("go out in women's shoes").
- We need long term visions.
- The benefit of change has to be made visible – otherwise there isn't enough belief in it.



Photo: City of Rome

Site visit: Redesign of urban space to support multi-modality – works on-going in Piazza dei Cinquecento/ Roma Termini station

The second day of the conference started with a sunny morning and a site visit at Piazza dei Cinquecento including the area in front of Rome's central railway station Roma Termini, led by **Eugenio Patanè** and with additional information given by **Ornella Segnalini**, Deputy Mayor for Public Works, and **Paolo Nardocci** from ANAS (National Entity responsible for transport infrastructure planning, construction and maintenance). The ongoing reconstruction works for this area include the reduction of space for private cars, a complete redesign of the main bus terminal with connection to the metro, new cycling infrastructure, and reorganization of taxi traffic. Most of the area is reserved for pedestrians.



Photo: Burkhard Horn

Session 3: Urban nodes and mobility hubs (for passenger traffic and goods)

The third and last session (chaired by **Brendan O'Brien**, Dublin City Council) connected the overall urban node topic with the the implementation of mobility hubs as “real” nodes (dealing both with personal transport as urban logistics). Eight IMPACTS member cities presented their different approaches with short presentations (using the format “Pecha Kucha”):

Orest Oleskiv (City of Lviv, Head of transport office): *“Mobility hubs in Lviv, strategy and implementation”*

- Strategy for developing the main railway hubs (including a new logistic hub outside the city)
- Seven mobility hubs at the city border for intermodal transport (agglomeration level)
- Network of mobility hubs within the city (at public transport interchange points)
- Pilot project for electric mobility transport hub near the city centre



Photo: City of Rome

Willem van Heijningen (City of Amsterdam, Directorate Infrastructure Traffic and Transport, Strategist): *“Hubs small and large, where does Amsterdam stand in developing hubs”*

- Mobility hubs as part of the overall mobility strategy for Amsterdams
- 2020-22 first pilot projects for mobility hubs (focus shared mobility)
- Development of a spatial strategy for hubs with two formats: street and district hubs to be rolled out city-wide (depending on type of area)
- Urban Logistics Work Plan (2023): concept for supplying the city via hubs



Mikael Ivari (City of Gothenburg, Urban Environment Department, Senior Advisor): *"Mobility Hotel Nordstan"*

- Vision for mobility hubs: to enable the necessary transition to more sustainable transport and sustainable urban development
- Pilot project "Mobility hotel Nordstan": services needed for green and emission-free transport under the same roof, combining freight and personal transport (partly already existing hubs) with public store, co-working areas and handyman services
- City as developer and facilitator



Photo: City of Rome

Adrià Gomila (City of Barcelona, Mobility Director): *"Microhubs in Barcelona"*

- Bicycle microhubs complementary to existing bicycle parking facilities of different kind, attached to work places, educational areas and commercial centres; study for new type of bicycle parking facilities in peripheral areas
- Freight distribution hubs (based on freight distribution strategy), combination of different kind of consolidation centres and pick-up-points (starting point: limits of on street infrastructure for delivery)



Simone Rangosch (City of Zurich, Department of civil engineering, Head of Department of civil engineering): *“City logistics concept of Zurich and the ‘SalüBox’ pilot project”*

- Urban Logistics and Commercial Transport Strategy 2040 as part of the strategy “Urban Space and Mobility 2040”
- Combination of three large city hubs and network of small scale micro hubs
- Pilot project “SalüBox”: local hub for citizens (in “slipper distance” from home) for receiving deliveries, sending and exchanging goods
- Learnings: to find suitable locations is biggest challenge, financial sound business models have still to be found



Gregor Stratil-Sauer (City of Vienna, Deputy Head of Mobility Strategies): *“Urban logistics hubs in Vienna”*

- Goal: commercial transport within Vienna largely CO2-free by 2030
- Strategic framework: 2035 Masterplan Urban Logistics (SULP) with important frame condition “no additional infrastructure in public space”
- Project “NextBox” (white label parcel lockers), similar challenges as in Zurich
- New guidelines for logistics planning in urban development areas (neighbourhood and district level), broad range of possible measures



Katharina Kroeger (Senate Department for Urban Mobility, Transport, Climate Action and the Environment Berlin, Acting Head of Mobility Policy Unit): *“Berlin’s logistics hubs: large/medium/small”*

- Key question: Who is the operator (and is it public or private)? Is there a public interest to take influence in the development?
- Three different scales of hubs: One large tri-modal hub (publicly operated), several medium hubs (mostly single user and privately run), several small hubs (partly multi user concepts, public and private operators)



Marco Surace (Senior mobility expert Rome Mobility Agency): *“Rome’s Sustainable Urban Logistic Plan, the freight hubs and the MOVE 21 project”*

- Strategic framework: Sustainable Urban Logistic Plan (SULP) with broad range of goals and measures
- Network of pick up and drop off points (PUDO) in subway stations and commercial centres
- Expansion of bike parking facilities at public transport stations
- European research project MOVE 21 (Multimodal and Interconnected Hubs for Freight and Passengers Transport Contributing to a Zero-Emission 21 Century) with use case in Rome (similar to Gothenburg), aimed at replication in other parts of the city



Bike boxes, parcel locker and cargo bikes are fully operational

Closing Remarks

Rome's Deputy Mayor for Mobility **Eugenio Patanè** closed the conference together with **Chiara di Majo** thanking everybody for their participation and the various contributions. He pointed out that Rome will continue its path towards more sustainable mobility within the city. **Burkhard Horn** thanked the City of Rome for the great hospitality and emphasized the importance of the discussions and the open exchange of views and experiences between the IMPACTS member cities which has once again been proved by this conference. Not all important questions and issues could be discussed in detail. The IMPACTS conference in 2026 (hopefully in Lviv) will provide the next opportunity to continue and deepen this exchange.



Photo: City of Rome

All presentations mentioned in this documentation can be found on the IMPACTS website free for download. Click the following link: <https://impacts.org/conference/the-new-european-ten-t-regulation-on-urban-nodes-challenges-for-cities-and-regions-on-sustainable-mobility-and-clean-intelligent-transport-solutions-rome-2025/> or scan the QR-Code:



Photo: City of Rome