

Planning Urban and Trans-European Mobility Together

22-23 April 2024, Oslo City Hall, Norway



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 953939





Welcome to Oslo

Eirik Lae Solberg
Governing Mayor of Oslo



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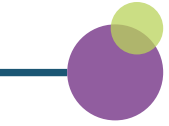


Urban Nodes: A prominent role in the new TEN-T network



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Video greeting from the European Commission

- Insert Video

Martin Zeitler
Policy Officer
DG MOVE



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Urban Nodes: A prominent role in the new TEN-T network

Ivo Cré
Policy Director POLIS

Thomas Lymes
Policy Advisor Eurocities

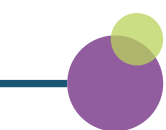


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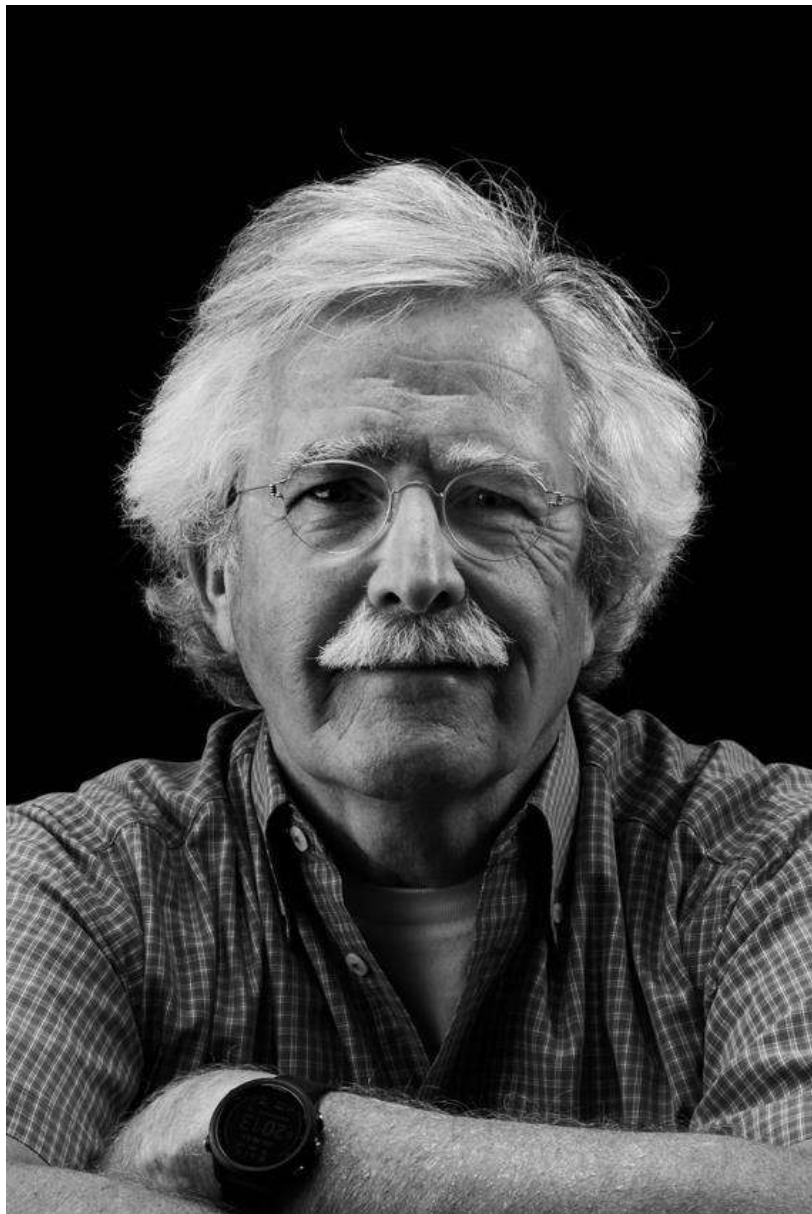
What brought us here?

- Who brought us here?
- TEN-T: step by step
- Urban Nodes in the Maelstrom
- Vital Urban Nodes
- Background to the current revision
- Risk ahead



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Who brought us here?



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- 1994
 - 1996
 - 2001
 - 2004
 - 2013
 - 2021
 - 2024
- 14 priority projects
 - First TEN-T regulation
 - Recognition of ports, intermodal terminals
 - Recognition of the enlarged EU
 - Corridors, core and comprehensive network
 - CEF
 - 88 Urban Nodes
 - Proposal for a new regulation
 - New regulation
 - 431 Urban Nodes



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T I N A

TRANSPORT INFRASTRUCTURE NEEDS ASSESSMENT IN CENTRAL AND EASTERN EUROPE



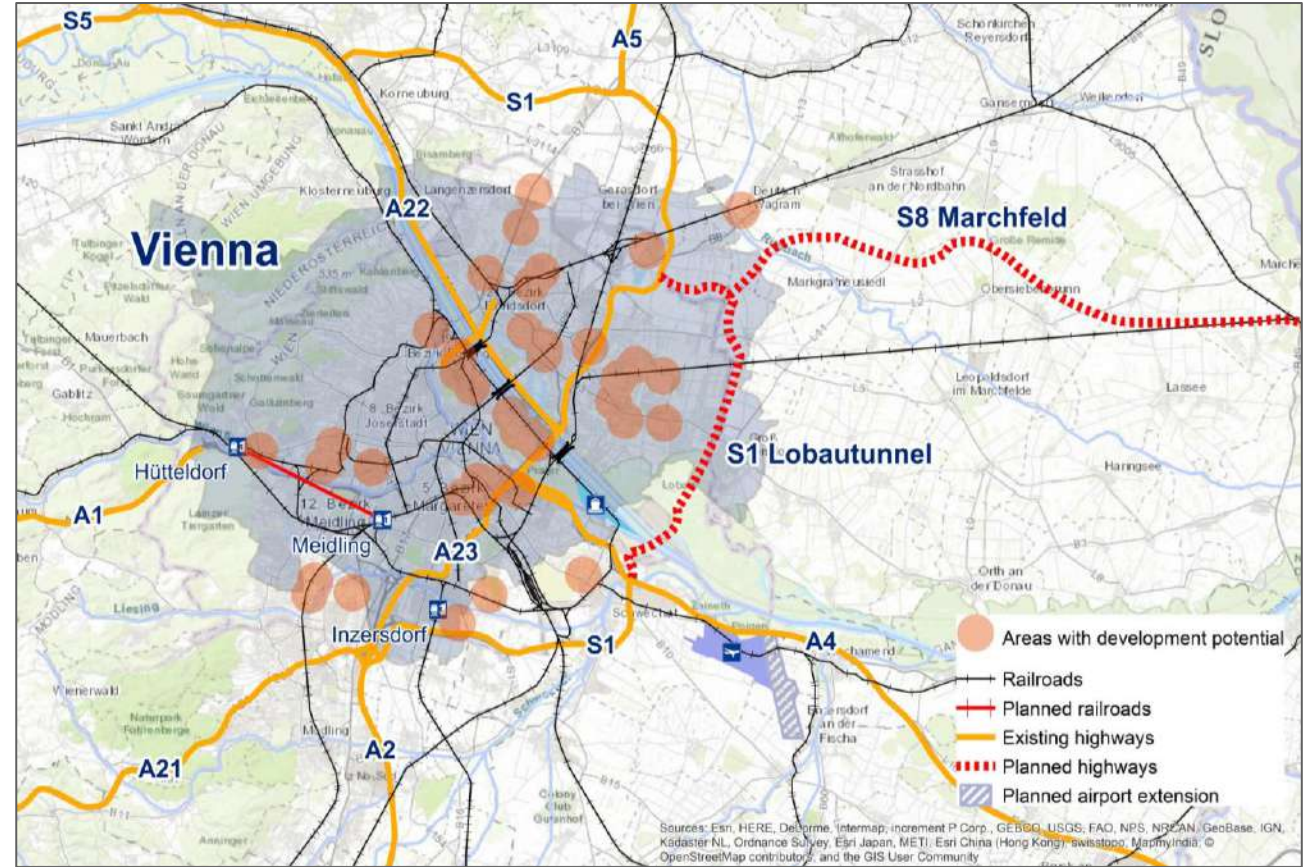
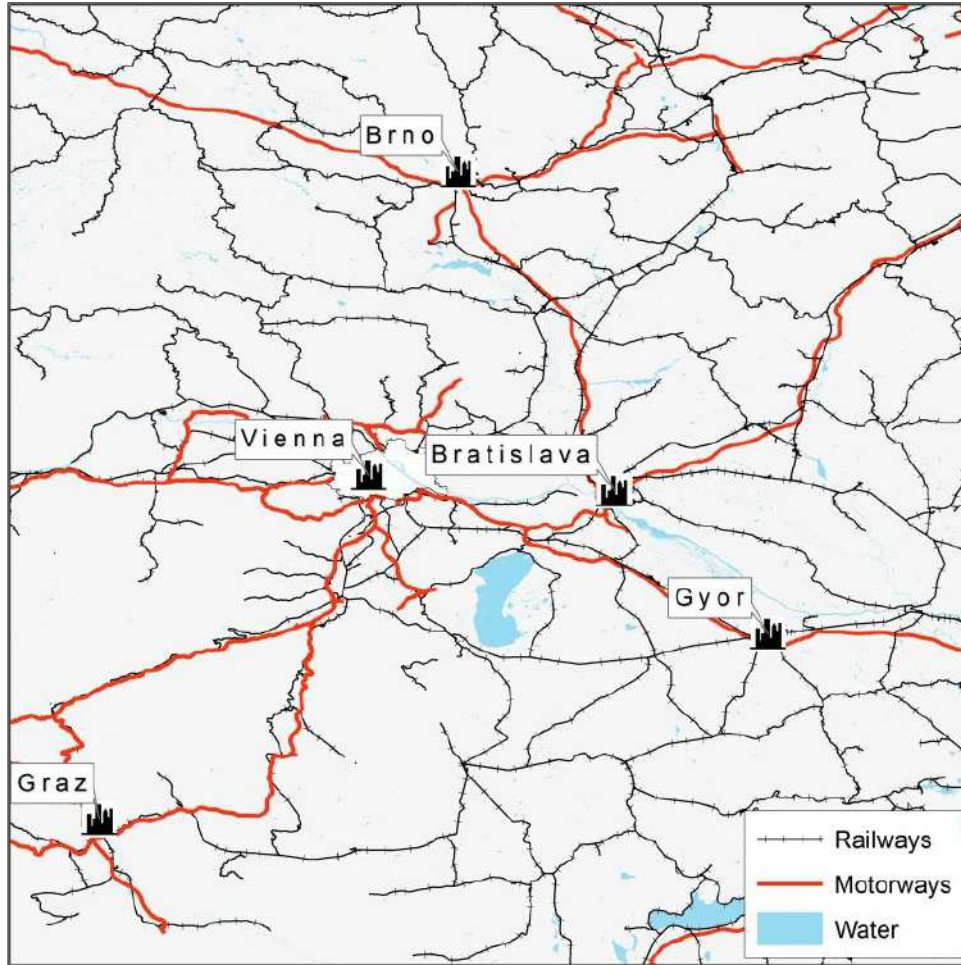
Draft F I N A L REPORT

JUNE 1999



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Urban Nodes in the Maelstrom

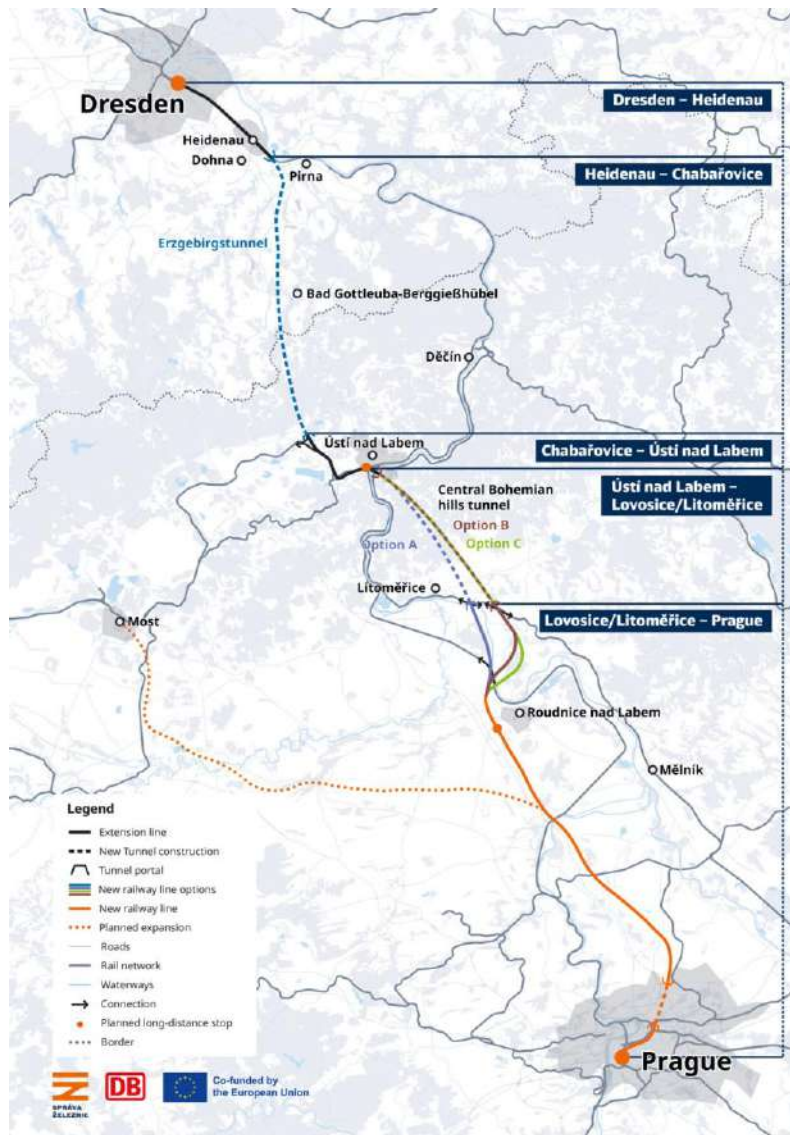


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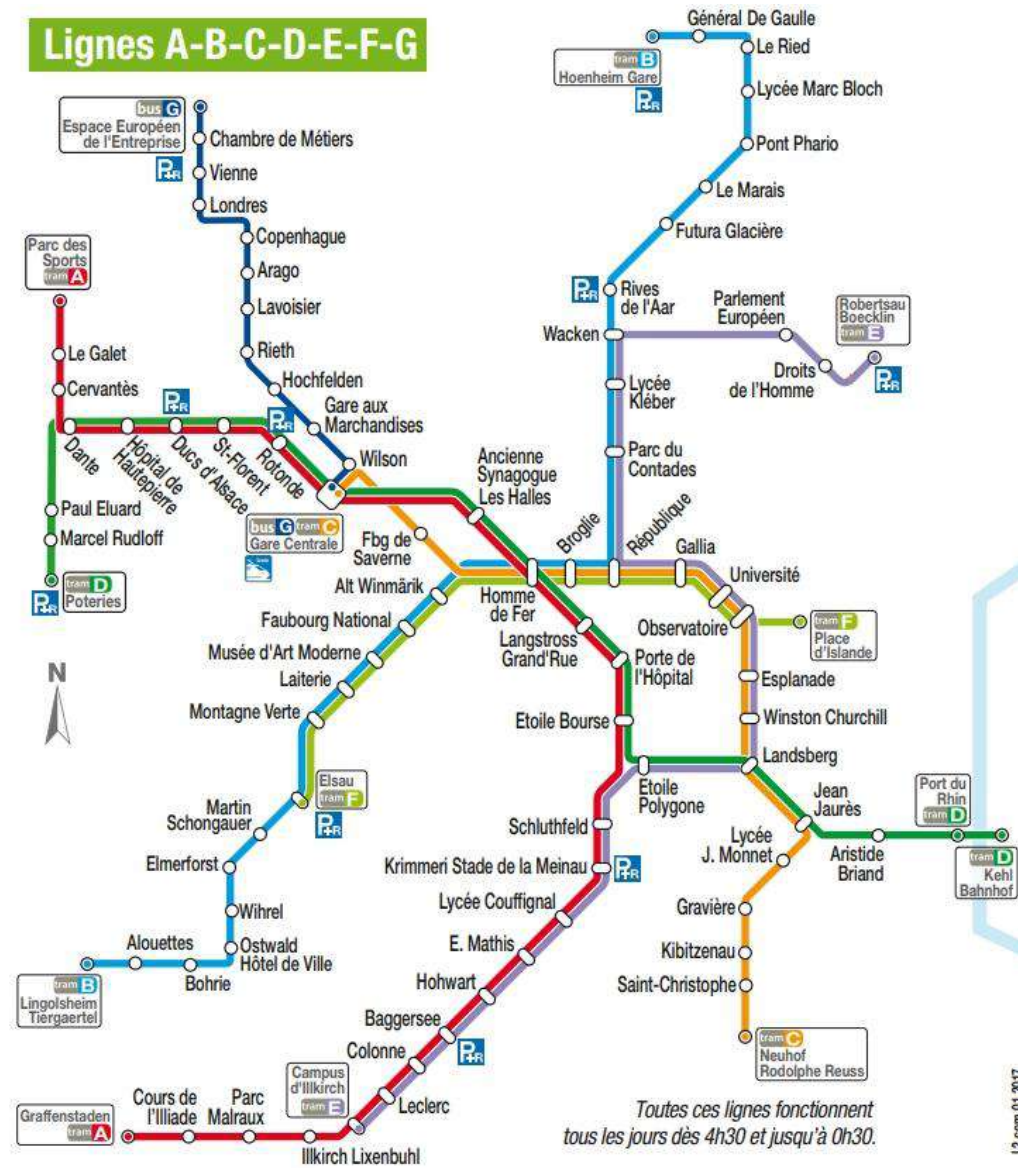
POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

EURO CITIES





Lignes A-B-C-D-E-F-G



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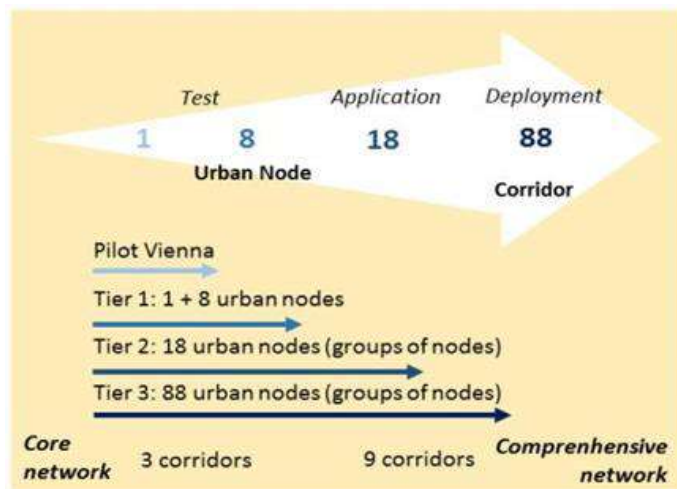
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MOVE

21

Vital Urban Nodes

Building on NUVIT (CEDR)



- Discussing challenges, solutions, impacts, good practices and added value for Europe
- ‘Fingerprint’ of the urban node – trends, facts and figures
- Maps on three levels (local, region / Functional Urban Area, TEN-T corridor)
- Mind-set: thinking on different scales (city, metropolitan area, cross-border, corridor) and dimensions
- Linking different scales and topics (spatial planning, infrastructure, passenger and freight transport)



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Nodal Typologies

Potential to map functional interrelation between nodes

	Cross-border function	Sea port	Inland function	Relation of the node and the Corridor	Developed / cohesion region	Centric / poly-centric
Vienna	Multi-modal		Inland, big	Inbound/ consumption	Developed	Centric
Rotterdam		Gateway		Outbound/ production and transit	Developed	Polycentric

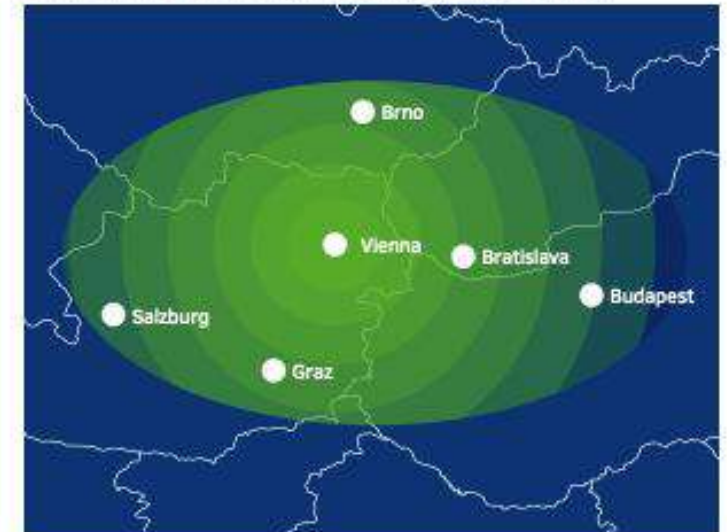
Rotterdam

Figure 3 - The indicative functional urban area of Rotterdam



Vienna

Figure 4 - the indicative functional urban area of Vienna



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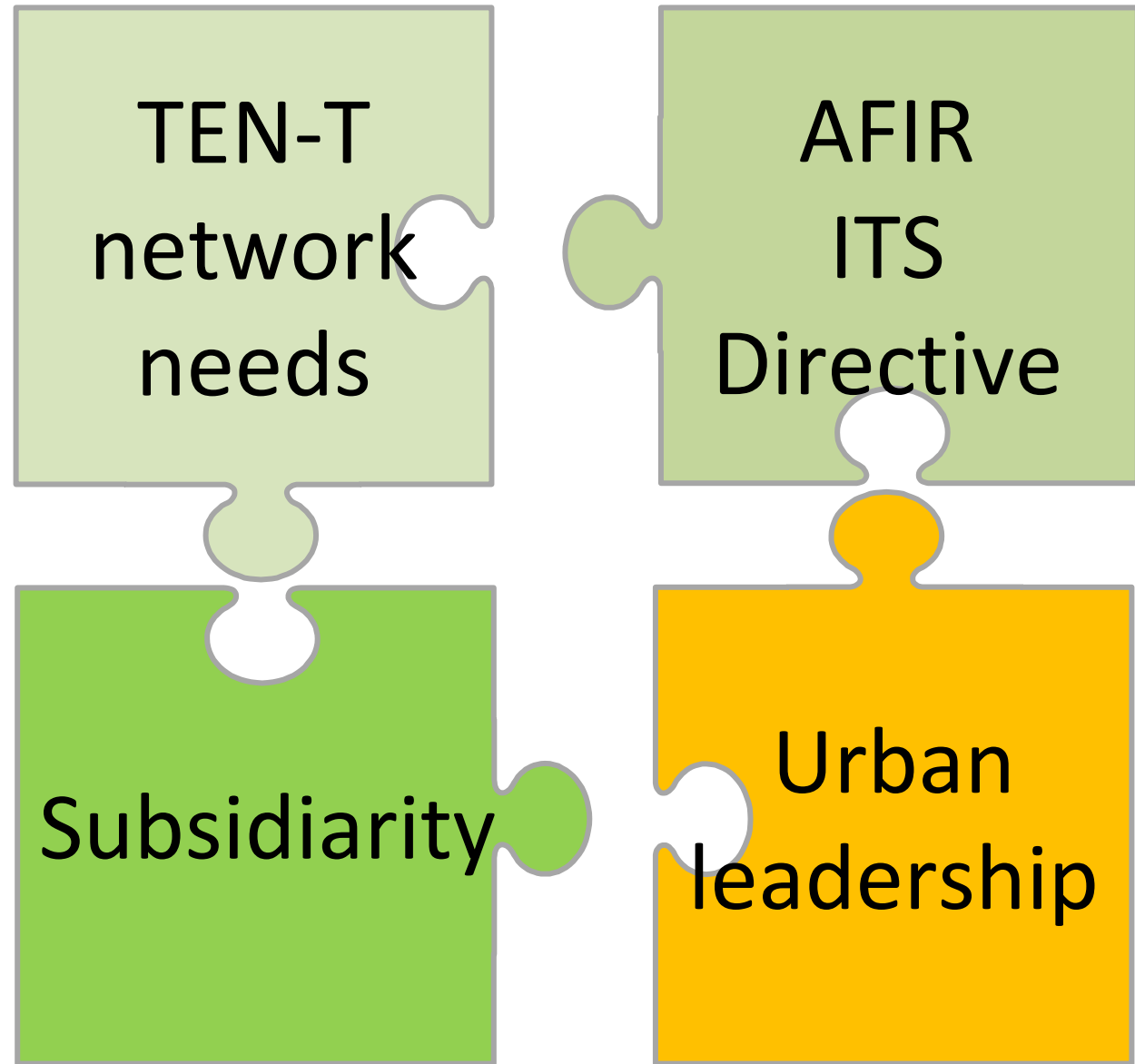
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MOVE  21



Window of opportunity for Urban Nodes

Leading to current recognition in new TEN-T concept



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What possibly could go wrong?



Are urban nodes:

1. Aware
 2. Informed
 3. Capable / Agile
 4. Active / Compliant
- ?

(same questions apply to
the EU – Member States and Corridor
stakeholders!!!)

EU budget 2028-2034 will be crucial to meet the
ambitions



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Optimism, a moral duty

Attractive concept

National level skills development

Corridor level Urban Nodes activities

Group dynamics

Step-by-step process

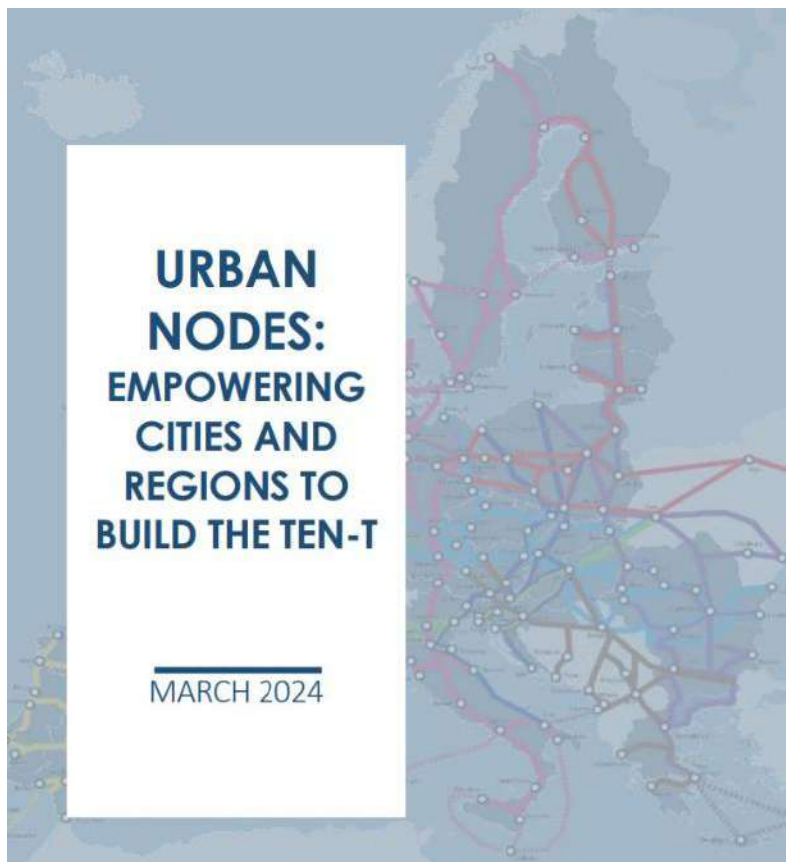
➔ The first steps are described the Urban Nodes Alliance position document!



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Joint position



A collaboration between:



The working party was chaired by:



With insights from:



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Governance

An effective
urban
nodes
governance
framework:

Urban nodes' governance structure aligned with local governance frameworks

A governance frameworks able to deliver a SUMP at the Functional Urban Area level, assessed by SUMI

An active collaboration between stakeholders vertically and horizontally

Enabling establishment and operation of multi-modal infrastructure

A true integration of urban in the TEN-T corridor governance

Funding (CEF)

Financial
resources to
meet TEN-T
regulation
requirements:

No CEF = no TEN-T
investments

A robust CEF is needed

An Urban (Mobility) CEF

Enhancing synergy between
CEF Sectors

Direct funding access for
urban nodes

Beyond CEF: a Transition and
Resilience fund

Capacity building

Improving
together: Urban
nodes as a topic
for capacity
building,
research and
innovation:

National & European
capacity building programs
for urban nodes authorities

Research and innovation
for optimal governance

Promoting learning and
innovation



What do you hope to learn more about?
Which question do you hope to receive responses to?



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Political panel: Collaboration on the Scan-Med corridor and across levels

Moderated by Karen Vancluysen, Secretary General POLIS



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Marit Veia
Vice Mayor for
Environment and
Transport
City of Oslo



Eugenio Patané
Deputy Mayor for
Transport
City of Rome



Anni Sinnemäki
Deputy Mayor for
Urban Environment
City of Helsinki



Sergio Lo Giudice
Chief of the Mayor's
Cabinet in Metropolitan
City of Bologna and
Deputy Mayor for Job in
Municipality of Bologna



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Join us on [slido.com](https://www.slido.com)

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City of Bologna and
Deputy Mayor for Job in
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Coffee break



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Planning and linking sustainable urban mobility with the TEN-T

Moderated by Thomas Lymes, Policy Advisor Eurocities



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Director General
Department of Urban
Development
City of Oslo



Magnús Sigfússon
Director of City
Planning, City
Development &
External Affairs
City of Gothenburg



Alessandro Delpiano
Director of the Territorial
Planning Department of
the Metropolitan
City of Bologna



Dr. Cecilia Braun,
Director
EGTC Rhine-Alpine
Corridor

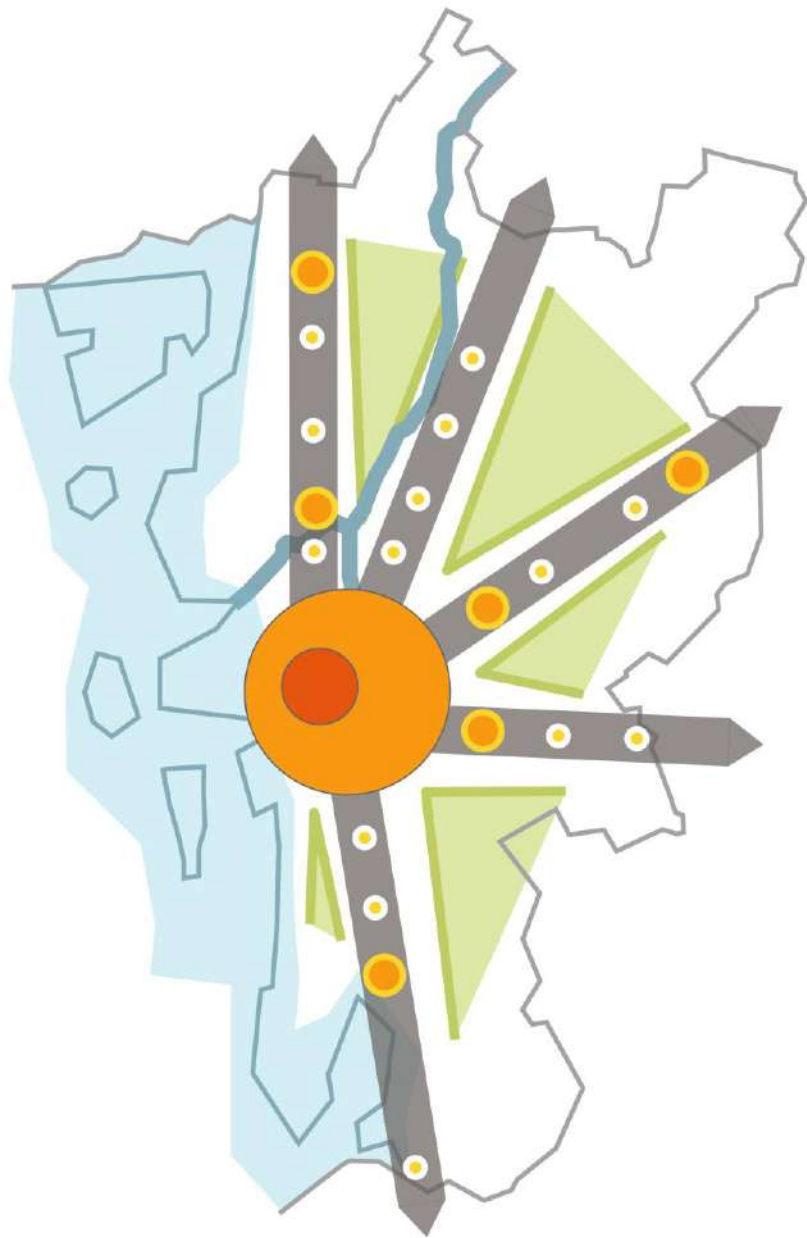


Henrik Zetterquist
Senior Project
Manager
Swedish Transport
Administration



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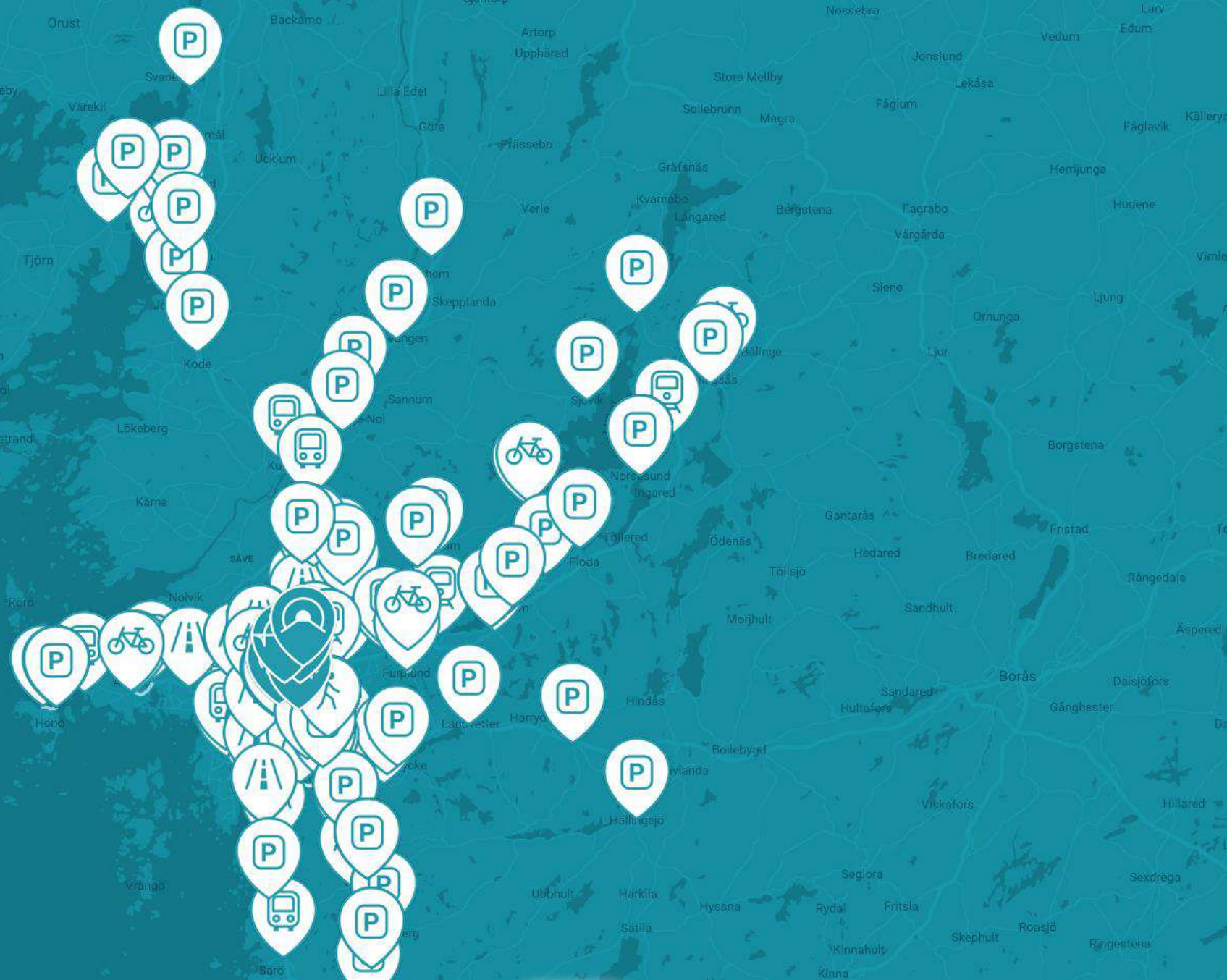
Vision of the west Sweden agreement

West Sweden, with its centre in Gothenburg, shall be an attractive, sustainable and growing region, now and for the future.

The basic principles:

- the local labour market regions will increase from about 1 million to 1.5 million people.
- the core of the region – the central parts of Gothenburg – shall be strengthened by major investments for increased accessibility
- development outside the centre will be concentrated along the five main thoroughfares

Completed and ongoing projects





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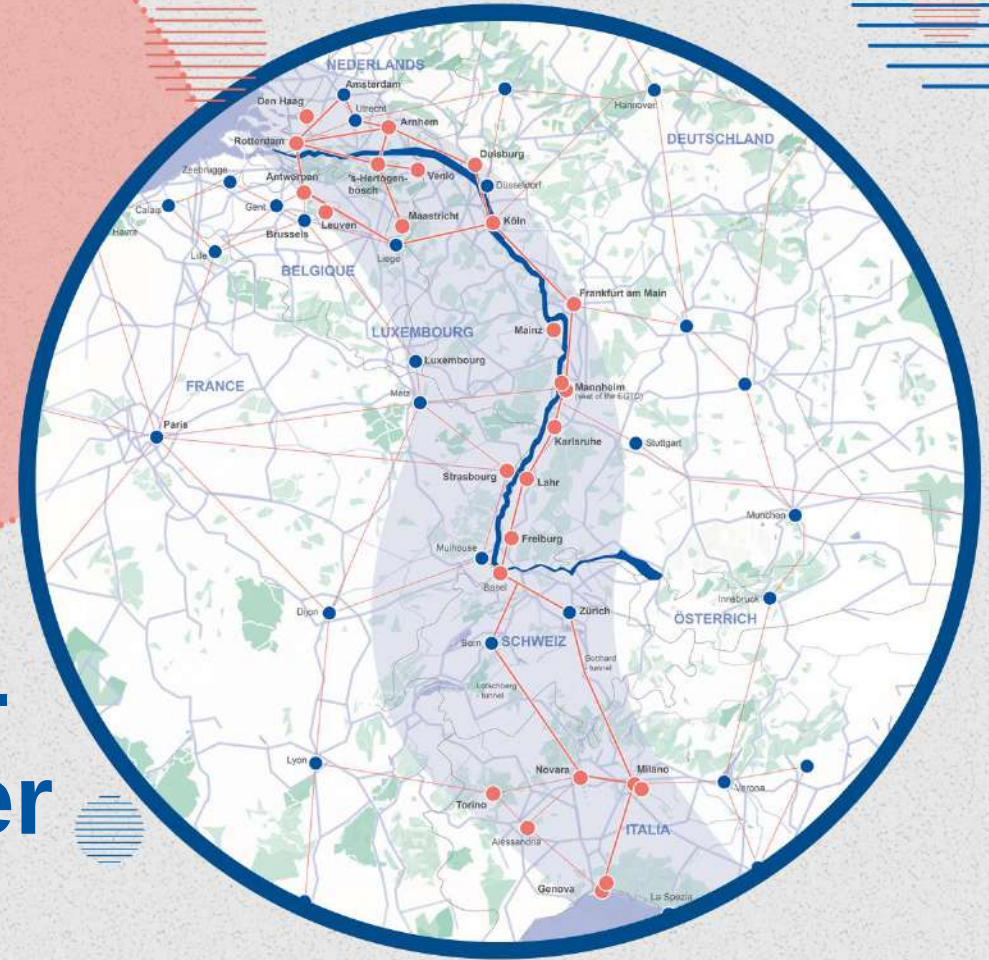
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Planning Urban and Trans-European Mobility Together



Interregional
Alliance
for the
**Rhine-
Alpine
Corridor**
EGTC

Planning and linking sustainable
urban mobility with TEN-T

Dr. Cecilia Braun, Director EGTC Rhine-Alpine

22 April 2024

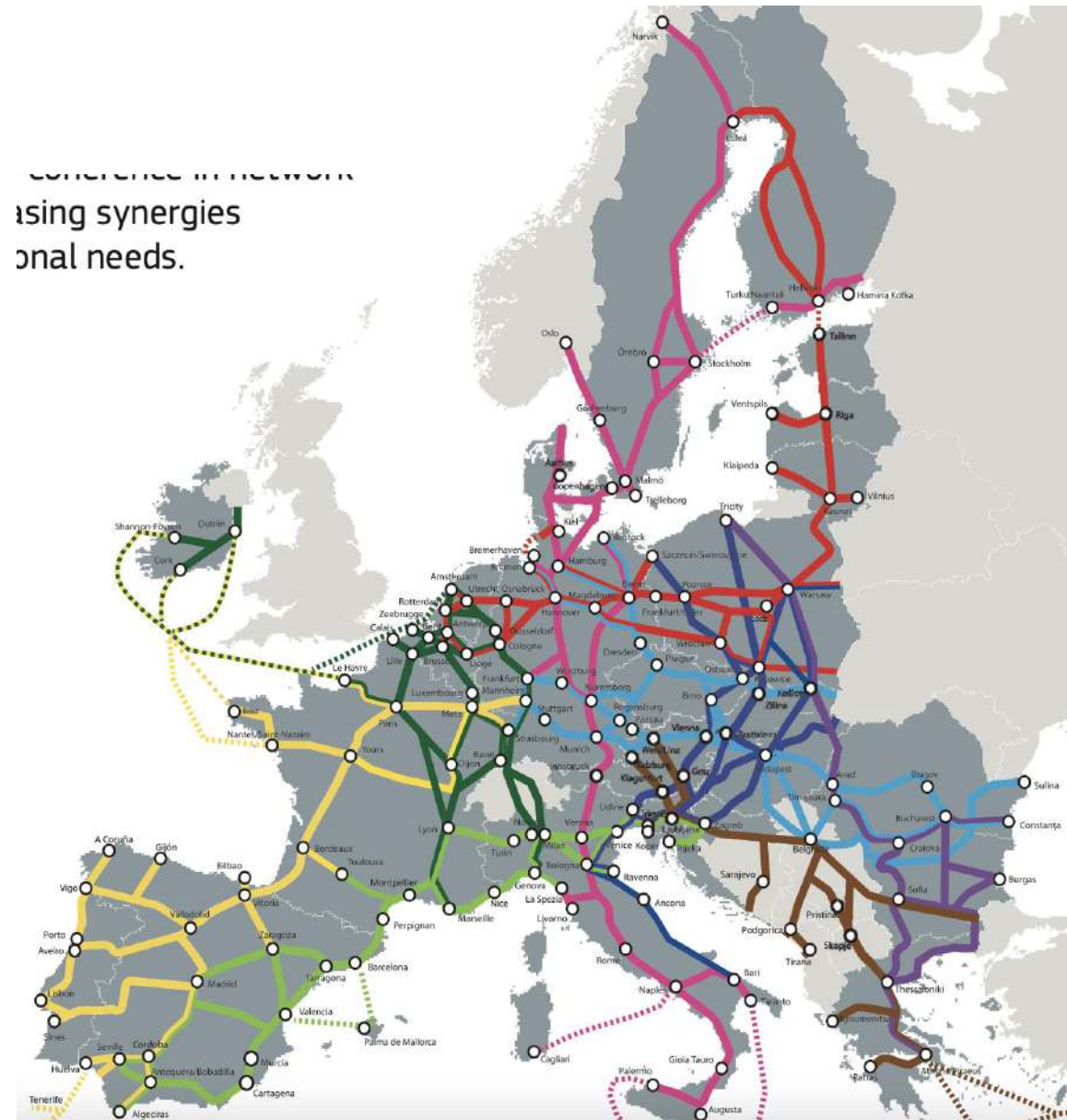
MOVE21, Oslo

Rhine-Alpine Corridor

TEN-T Revision + Strategy Update

- Fundamental need for **EGTC = European Grouping of Territorial Cooperation**
- Strong exchange and connection with EU and other corridors
- Impact of the TEN-T revision leads to Strategy Update
- Merger of two Corridors
 - Rhine-Alpine + Mediterranean =
North-Sea – Rhine – Mediterranean (NSRA)

enhancing synergies
and addressing regional needs.



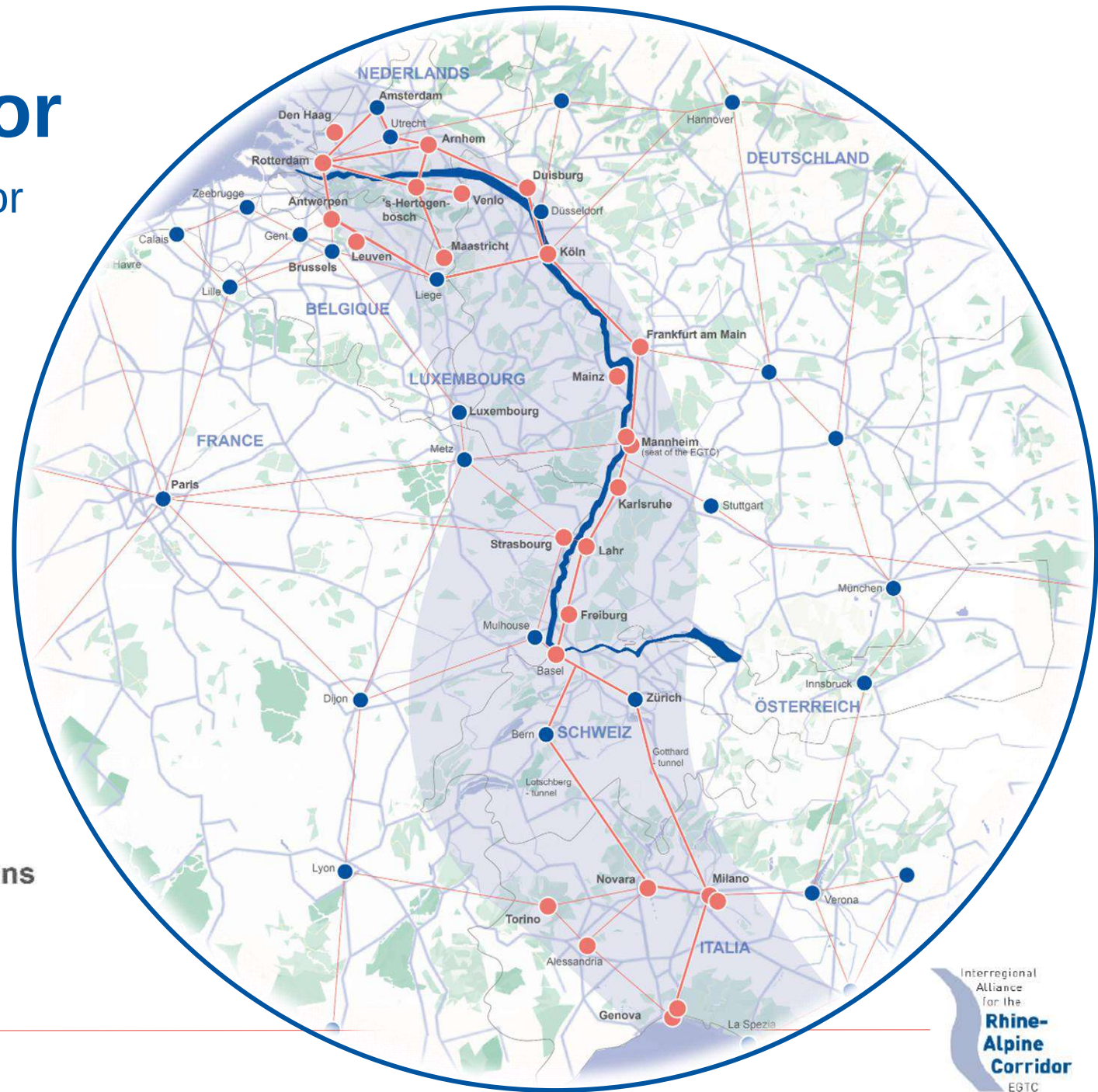
Rhine-Alpine Corridor

Governance towards a merged corridor

- Founded in 2015, 26 Members today!
- New TEN-T revision → New Strategy needed
- New opportunities and challenges with the merger of the two Corridors
- More collaboration with French and Belgium partners
- New priority themes and areas

Map Legend

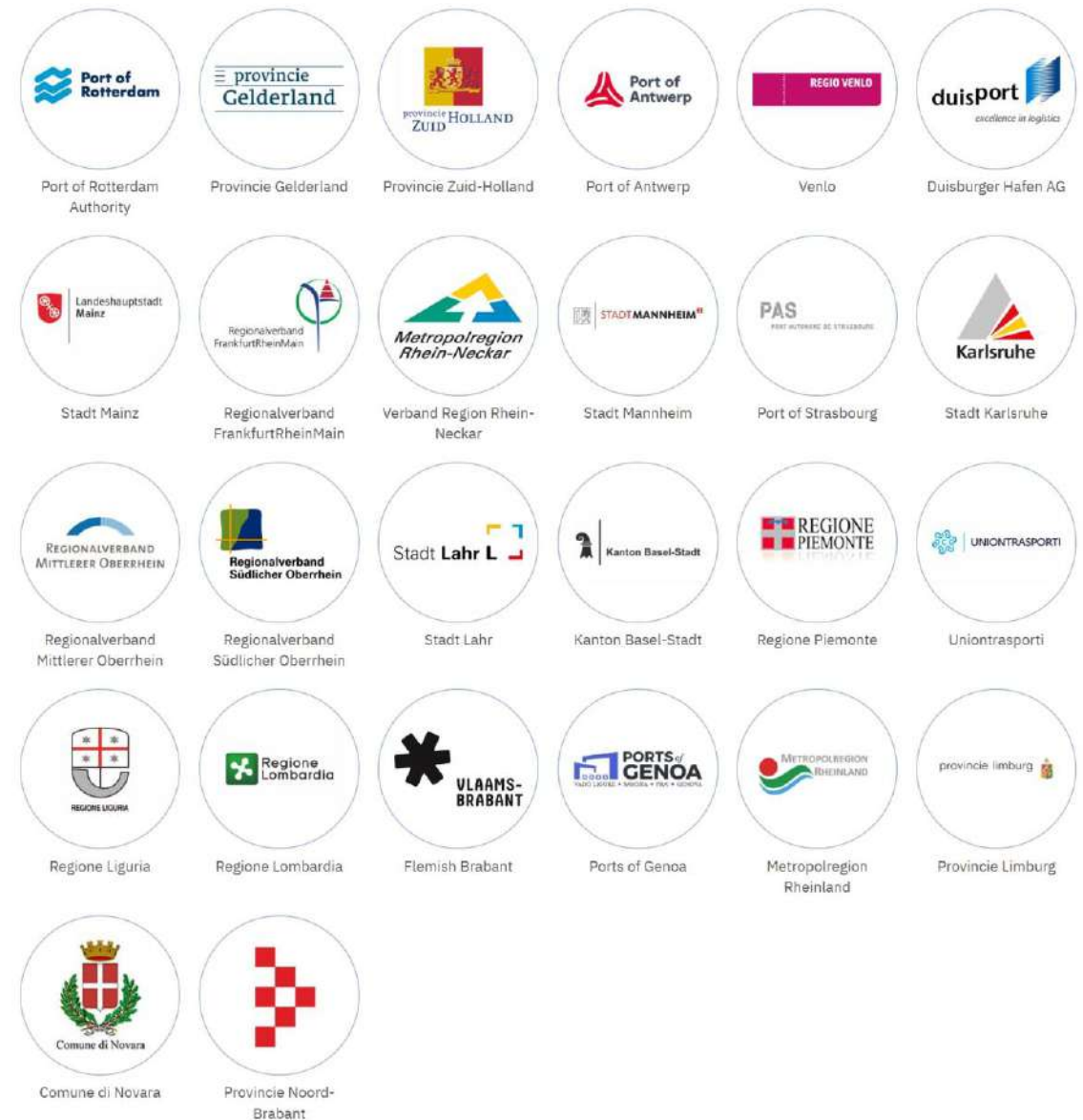
- Seat of Member Institutions
- Urban Nodes
- Rhine-Alpine Corridor



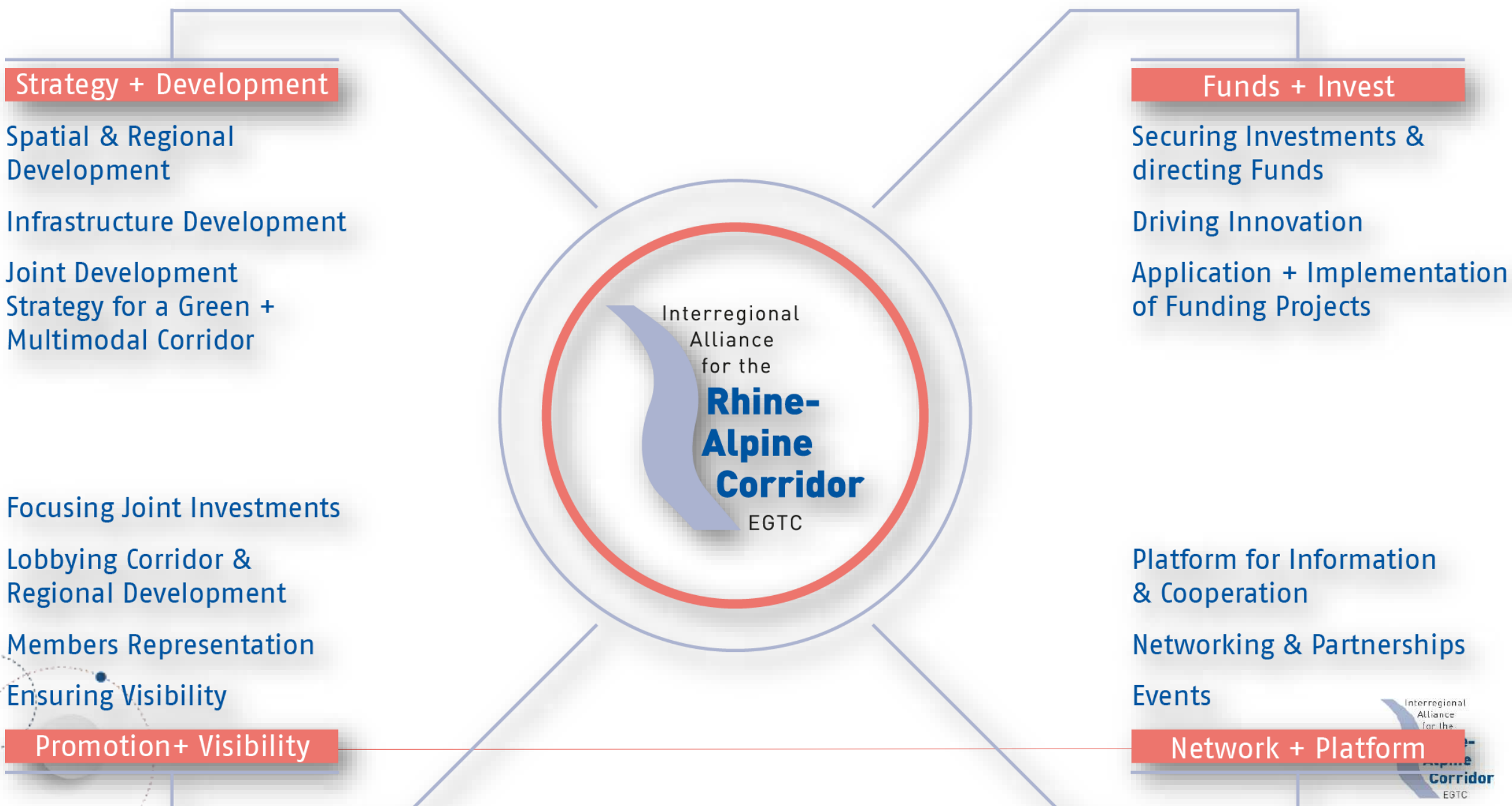
The EGTC Rhine-Alpine

Members and outreach

- Established 2015 in Mannheim (official seat of the EGTC)
- **26** members organisations (cities, regions & ports)
- Network across **6** countries (NL, BE, DE, FR, CH, IT)
- Various working groups, public events and online format Rhine-Alpine Talks
- Co-participation in EU-funded-projects with multiple partners



Goals of the EGTC Rhine Alpine





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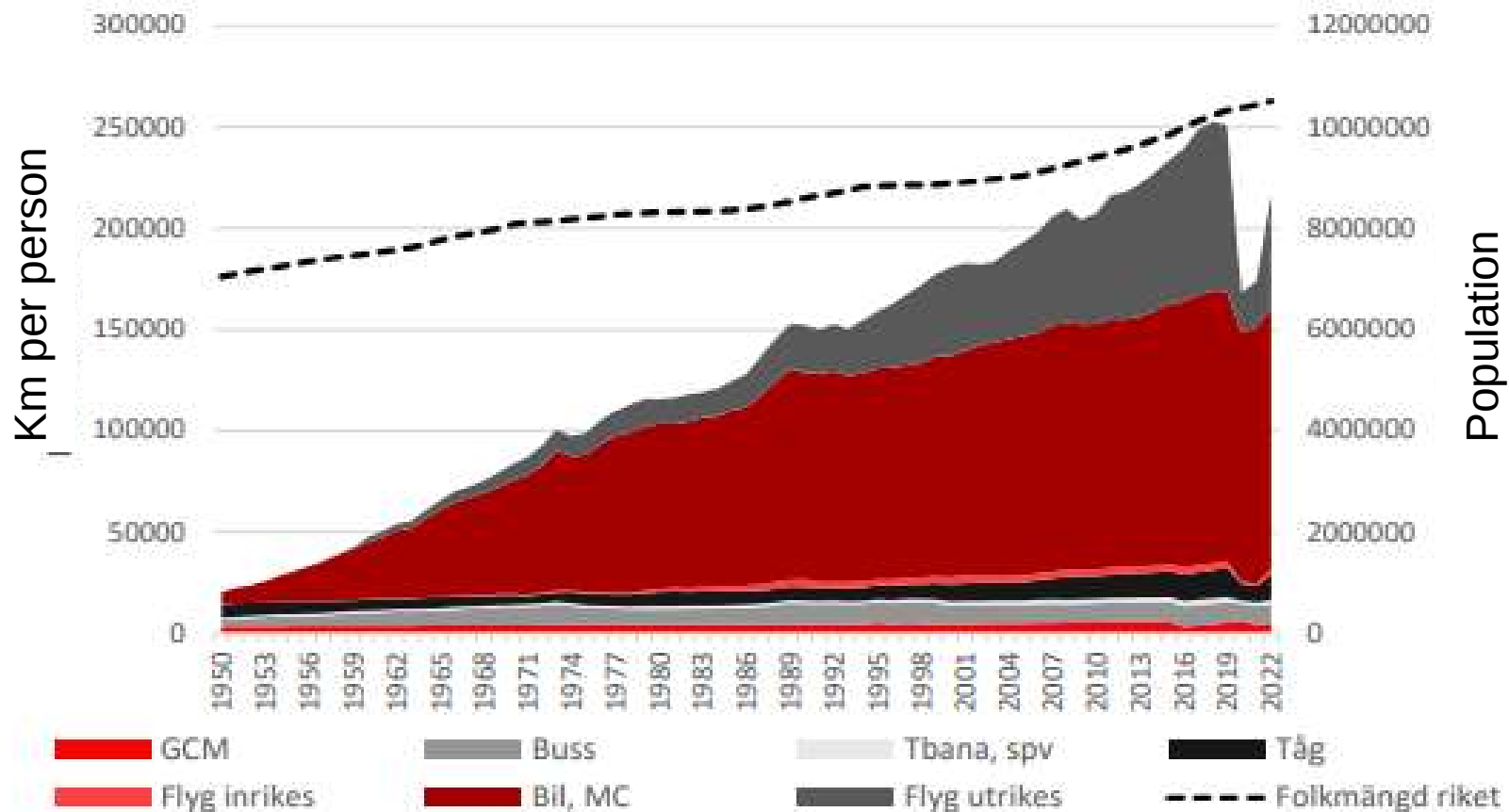
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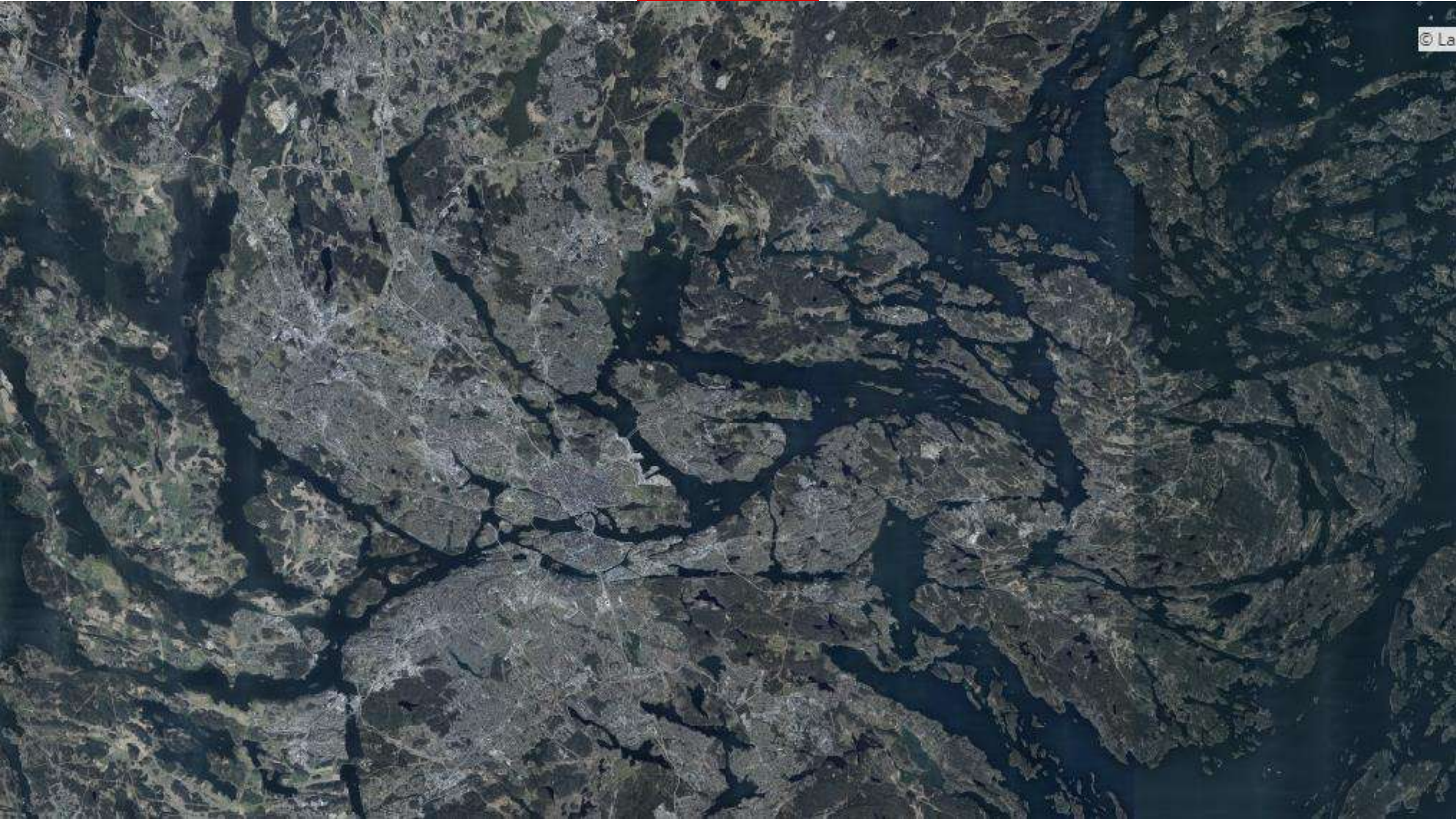


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Km per person, Sweden, 1950 - 2022







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Stay for the cocktail reception



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22-23 April 2024, Oslo City Hall, Norway



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Regional collaboration models in practice

Moderated by Johan Granberg, Foresight and Innovation Manager RISE



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Senior Advisor of
International Affairs
Netwerkstad Twente



Tommi Vollmann
Head of Secretariat
Scandria Alliance



Terje Rognlien
Former Head of Secretariat
for the Oslo Package 3 and
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cooperation in the Oslo
Region



Sanneke Bolderheij
Public Affairs Advisor
City of Dordrecht



Peter Austin
Senior Advisor
City of Oslo and Co-
Chair Working Group
for Metropolitan Areas
in Eurocities



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Metropolitan scale: a starting point for Urban Nodes?

Setting the scene

Planning advisor Peter Austin

Oslo 23.04.2024

Metropolitan Areas Working Group

- ▶ Established 2010 (Brussels)
- ▶ Policy paper towards EU MFF, 2014-20
- ▶ Seminars and reports
- ▶ Part of Urban Governance Group (UGG)



Metropolitan collaboration is a key to European policy goals

- ▶ EU 2020
- ▶ Green, Just, Productive
- ▶ Net zero
- ▶ Competitiveness

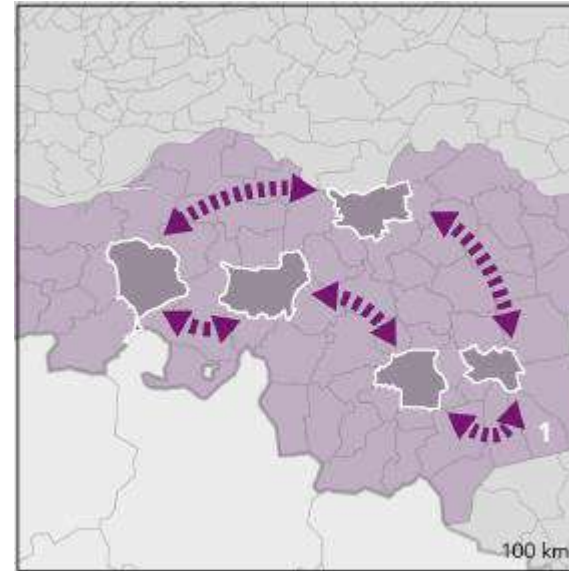
But...

- ▶ Metropolitan areas come in different shapes and sizes
 - Poly/monocentric
 - Capitals - small cities
 - Different legal frameworks
- ▶ No «one size fits all».

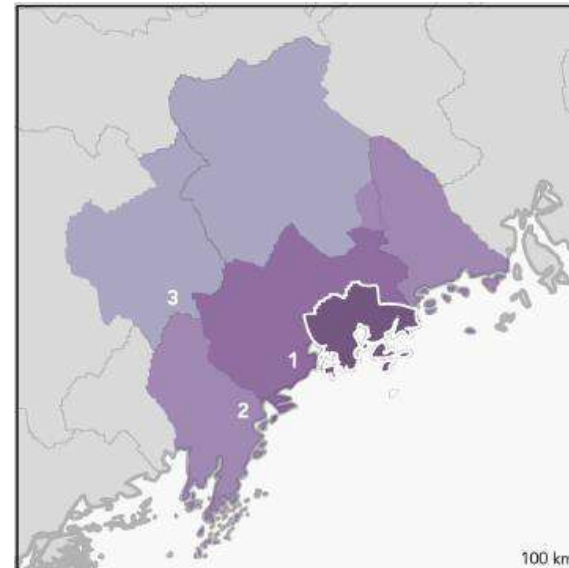
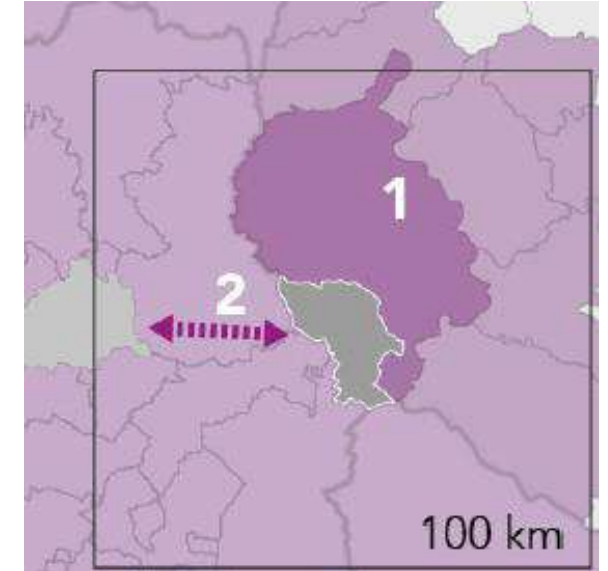


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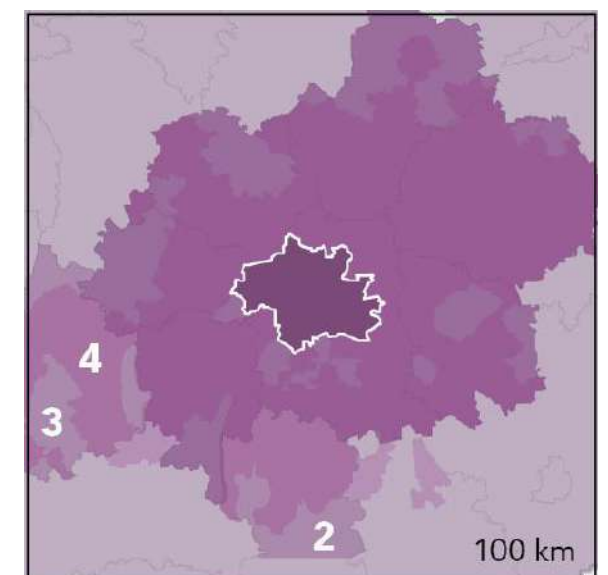
Brabant stad



Bratislava (and Wien)



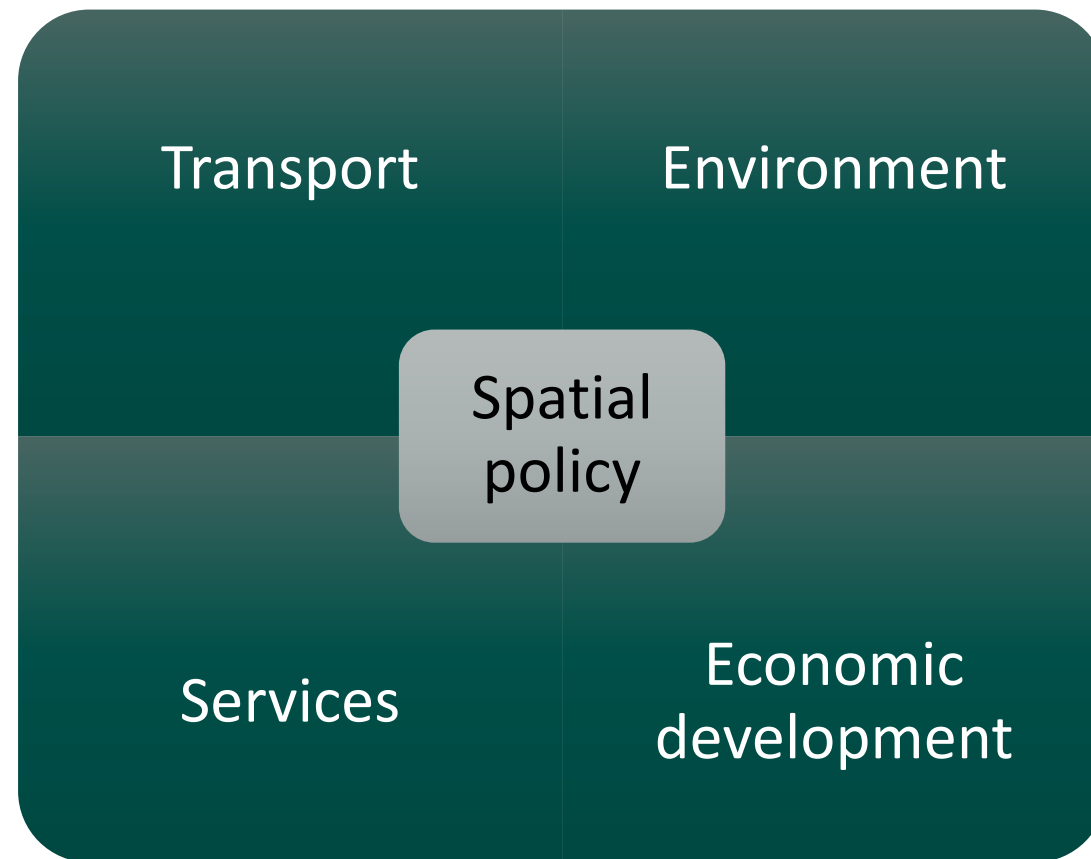
Helsinki



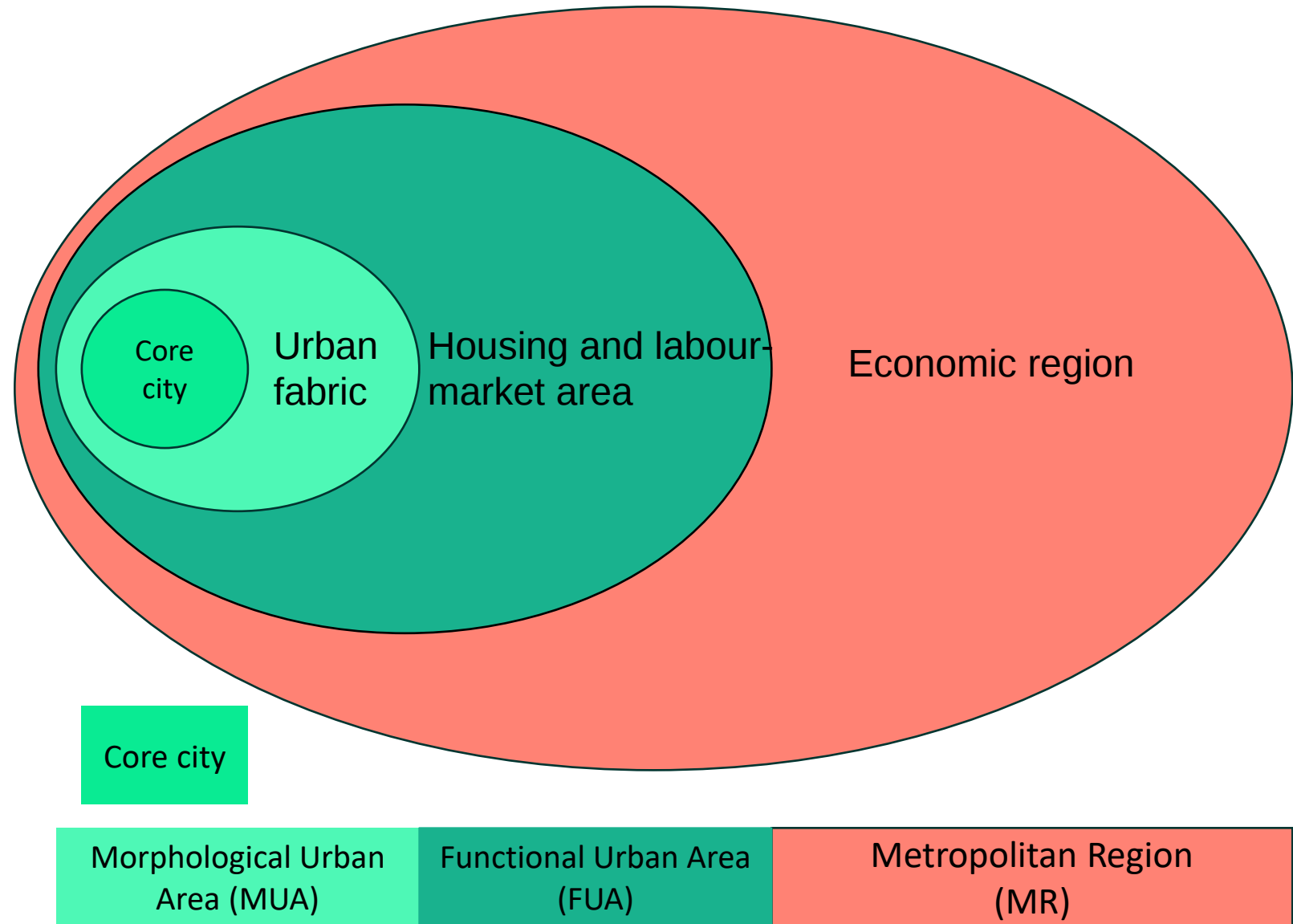
München

08.05.2024

Metropolitan collaboration – thematic priorities



Spatial scales in metropolitan areas



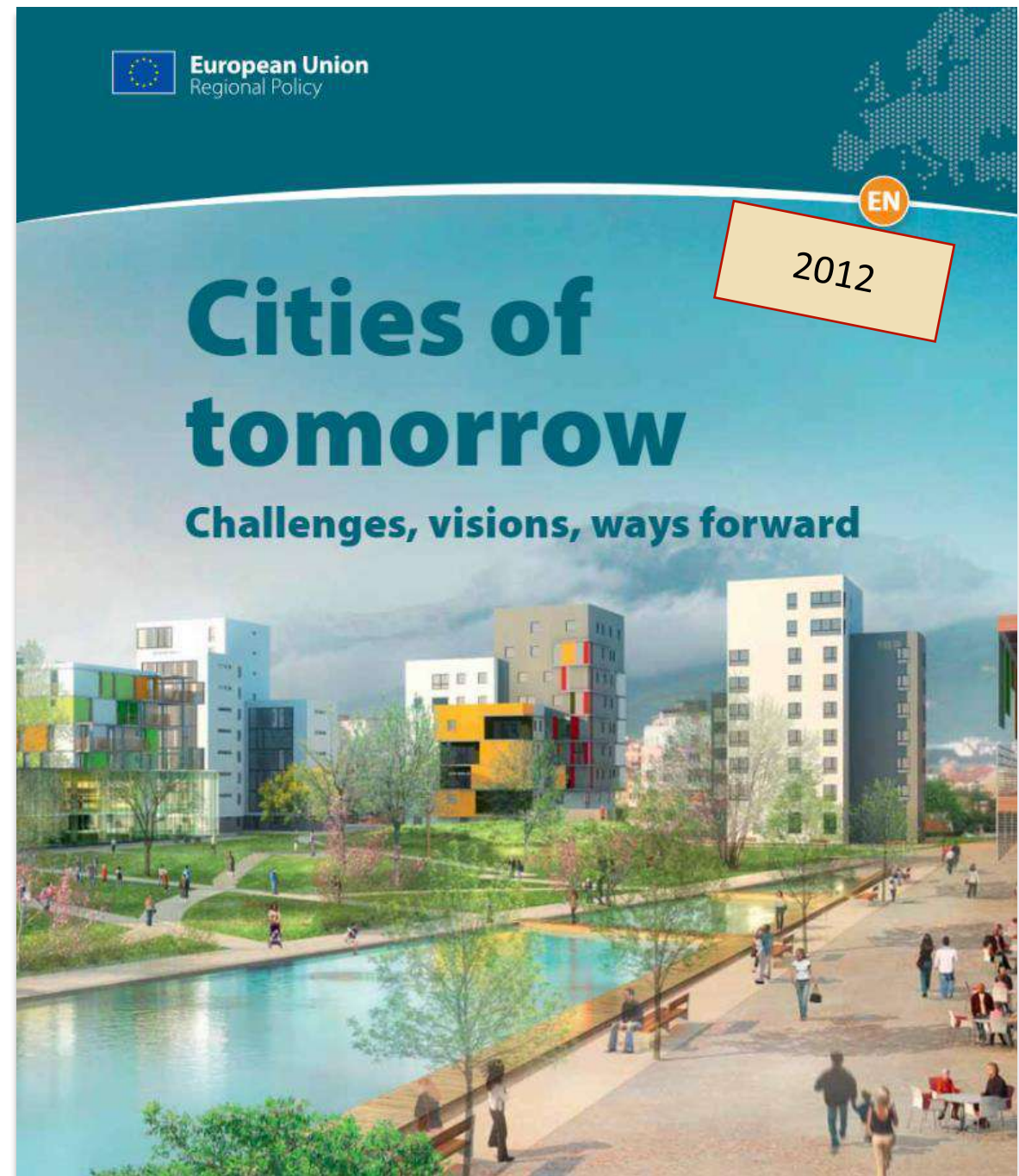
European support for cities and regions over decades

- ▶ Key to sustainable development of EU
- ▶ Sustainable development model under threat
- ▶ Some threats can be transformed into positive challenges
- ▶ New forms of governance are essential

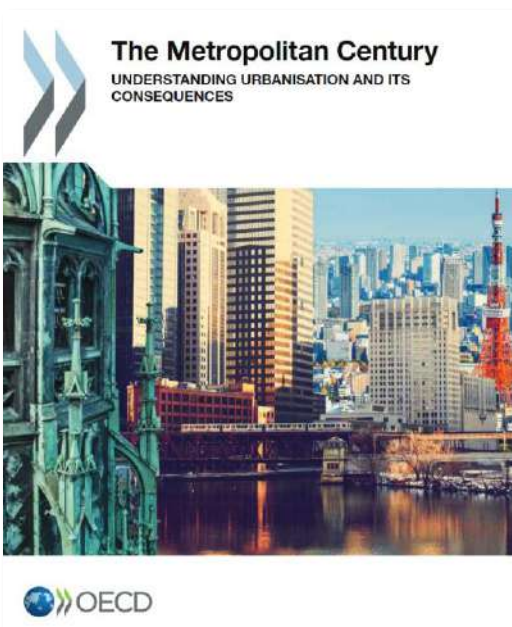
- Holistic model of SUD
- Adapt to evolving circumstances
- Work across sectors and borders
- Empowerment and participation
- Social innovation and foresight



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Policy progress



2015

Economic benefits of collaboration:

- Productivity
- Lower emissions
- Resilience
- Coordinated regulations



2018

Knowledge:

Definition, analysis, shared knowledge, challenges

Policy:

Challenges, formalisation, success-factors, triggers and incentives

Administration:

Capacity, governance structure, involve stakeholders



2014 & 2021

CP/ ITI funding:

- Place-based
- Cross-cutting
- Participatory
- Multi-level

Warsaw & Brno frontrunners!



2023

Urban-rural

- Access to labour and resources
- Services to all
- Joint strategic policy

Metropolitan Areas in Action – a checklist?

- ▶ Strong political will and long-term trust
- ▶ Recognise and address boundaries and resource issues
- ▶ Balanced governance
- ▶ Broad involvement and participation
- ▶ Join forces rather than change boundaries
- ▶ Recognition and support: national and EU
- ▶ Invest in relationships
- ▶ Aim to match the level of FUA

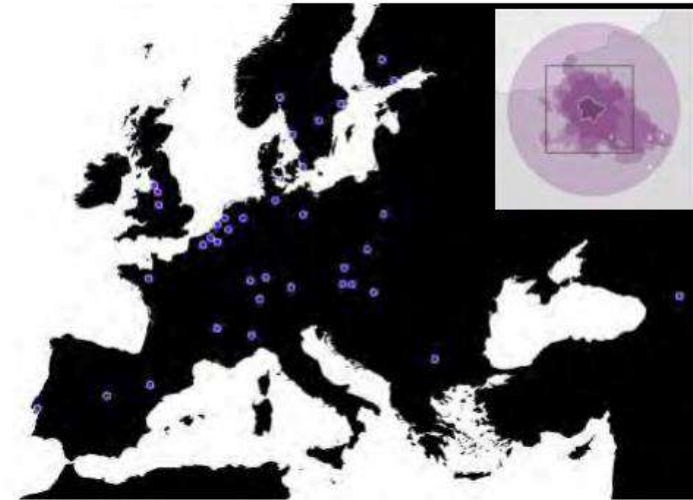


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Metropolitan areas in action
Concluding report

2013



EUROCITIES

EUROCITIES is the political platform for major European cities towards the EU institutions. We network the local governments of over 130 of Europe's largest cities and 40 partner cities that between them govern some 130 million citizens across 35 countries.

www.eurocities.eu

Four broad categories for metropolitan areas

▶ Statutory frameworks

- France
- Germany
- Italy
- Portugal
- Scotland
- *Stuttgart*
- *Stockholm*
- *Malmö (Skåna)*
- *Barcelona*

▶ Variable frameworks

- Netherlands
- Switzerland
- Norway
- Finland
- Slovakia
- *Gr Manchester*
- *W Midlands*

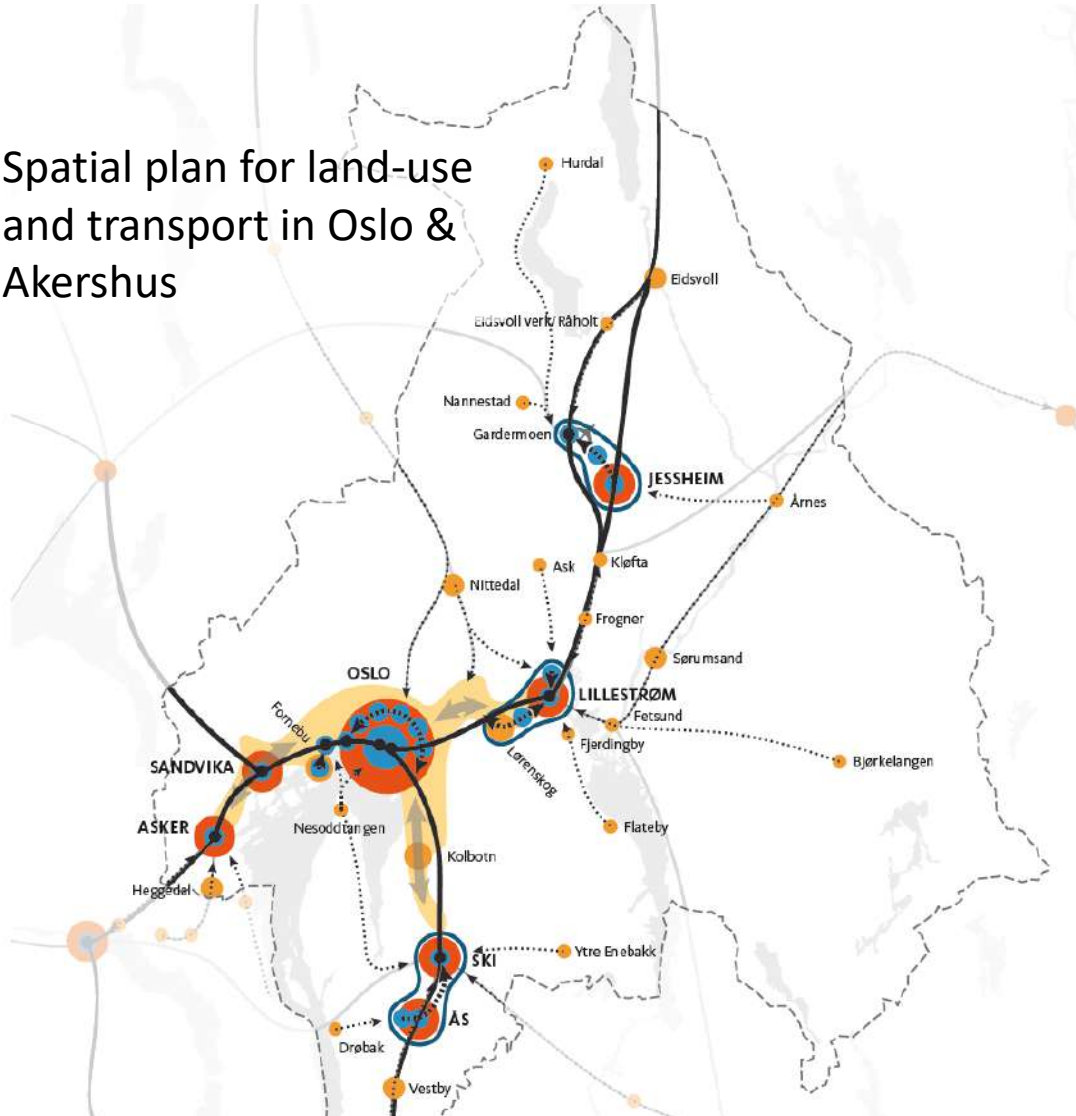
▶ Challenging frameworks ▶ Inspired by EU funding (post 2013) Integrated territorial investments

- Austria
- Belgium
- Denmark
- Estonia
- Latvia
- Slovenia
- Bulgaria
- England
- Czechia
- Poland
- Romania
- Riga
- Greece
- Lithuania



The metropolitan tool-box can support Urban Nodes

Spatial plan for land-use
and transport in Oslo &
Akershus



- ▶ Funding and finance
- ▶ Cooperation and governance
- ▶ Administrative and legal powers, including joint planning and investment



Takk for oppmerksomhet! /
Thanks for your attention 😊





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Senior Advisor of
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Regional collaboration models in practice

Sanneke Bolderheij

Public Affairs Advisor City of Dordrecht

Former: Public Affairs Advisor Transport Authority Amsterdam

The Amsterdam area consists of different area types



METROPOLITAN URBAN CENTRE
($>30,000$ INHABITANTS + JOBS PER KM^2)



URBAN CENTRE AREA ($12,000 - 30,000$ INHABITANTS + JOBS PER KM^2)



URBAN COMMUTER AREA ($4,000 - 12,000$ INHABITANTS + JOBS PER KM^2)



RURAL LIVING AND RECREATION
($<4,000$ INHABITANTS + JOBS PER KM^2)



CORE LOGISTICS AREAS

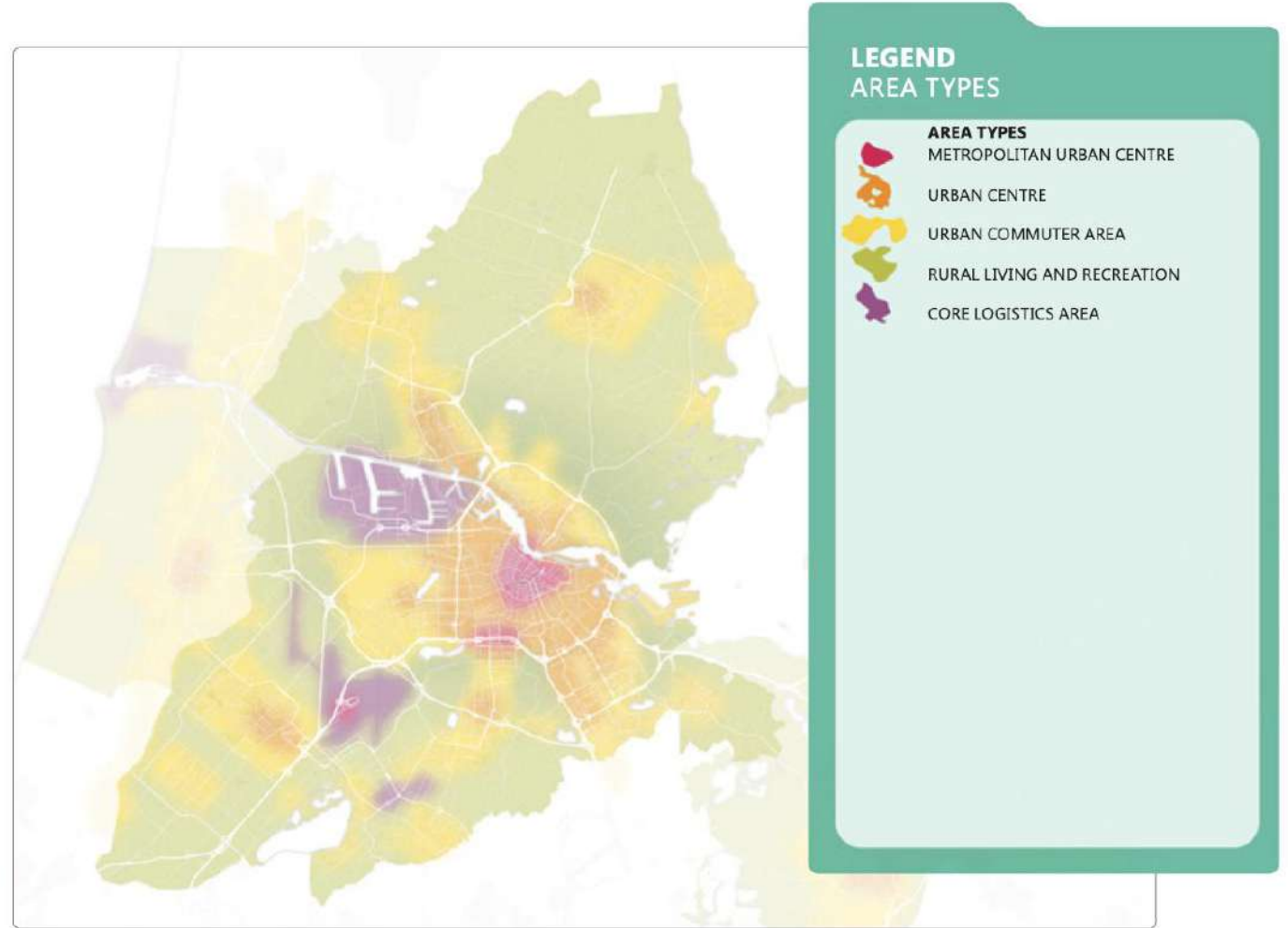


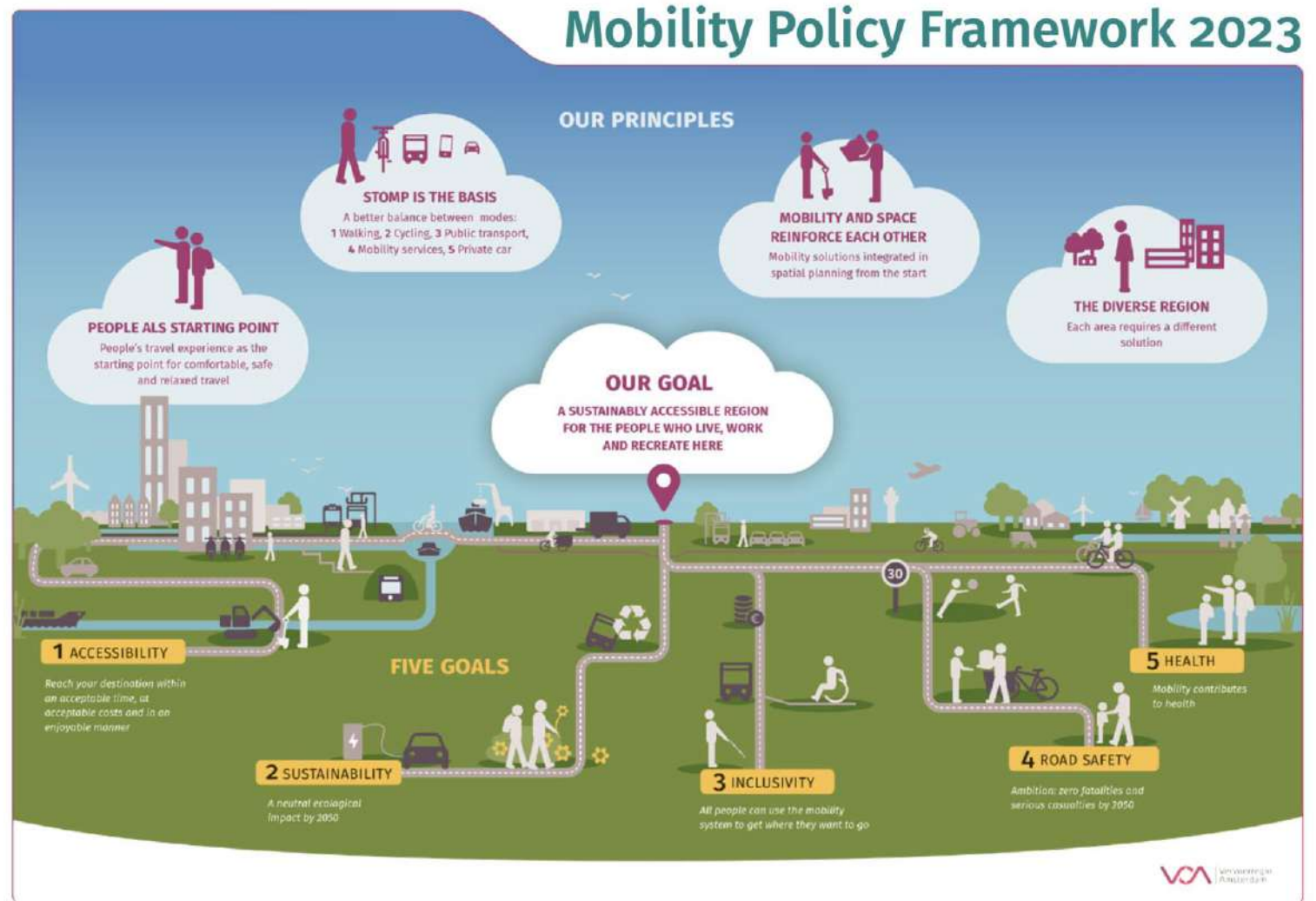
Figure 1: Amsterdam Transport Region divided into five area types

Together with regional partners, Amsterdam uses the Mobility Policy Framework as the basis for their SUMP



Source:

<https://www.vervoerregio.nl/regionalsump>



Transport modes must fit the area and the distances that need to be travelled

	< 2 km max. 10 minutes cycling	2-7.5 km max. 30 minutes cycling	7.5-20 km max. 45 minutes e-biking	>20 km
A  METROPOLITAN URBAN CENTRE	1.  2.   3. HOV  V-OV 4. 	1.  V-OV 2. HOV  3.  4. 	1.  HOV 2.  3. V-OV  4. 	1.  2.  HOV 3. V-OV  4. 
B  URBAN CENTRE	1.   2. V-OV  3. HOV  4. 	1.  V-OV 2. HOV  3.  4. 	1.  HOV 2.  3. V-OV  4. 	1.  2.  HOV 3. V-OV  4. 
C  URBAN COMMUTER AREA	1.   2. V-OV  3. HOV   4. 	1.  V-OV 2. HOV  3.   4. 	1.  HOV 2.  3.  V-OV  4. 	1.  2.  HOV 3.  V-OV  4. 
D  RURAL LIVING AND RECREATION	1.   2.   3. HOV  V-OV 4. 	1.   2.  V-OV 3. HOV  4. 	1.  HOV 2.    3. V-OV 4. 	1.  2.  HOV  3. V-OV  4. 
E  CORE LOGISTIC AREA	1.   2. V-OV   3. HOV  4. 	1.   2. HOV V-OV  3.  4. 	1.  HOV 2.    3. V-OV 4. 	1.  2.  HOV  3. V-OV  4. 

Legend

1. Stimulate

2. Facilitate

3. Accept

4. Discourage

Walking 

Cycling   

Public mobility

Intercity trains 

High-quality PT
(Sprinter trains, R-Net, metro)

HOV

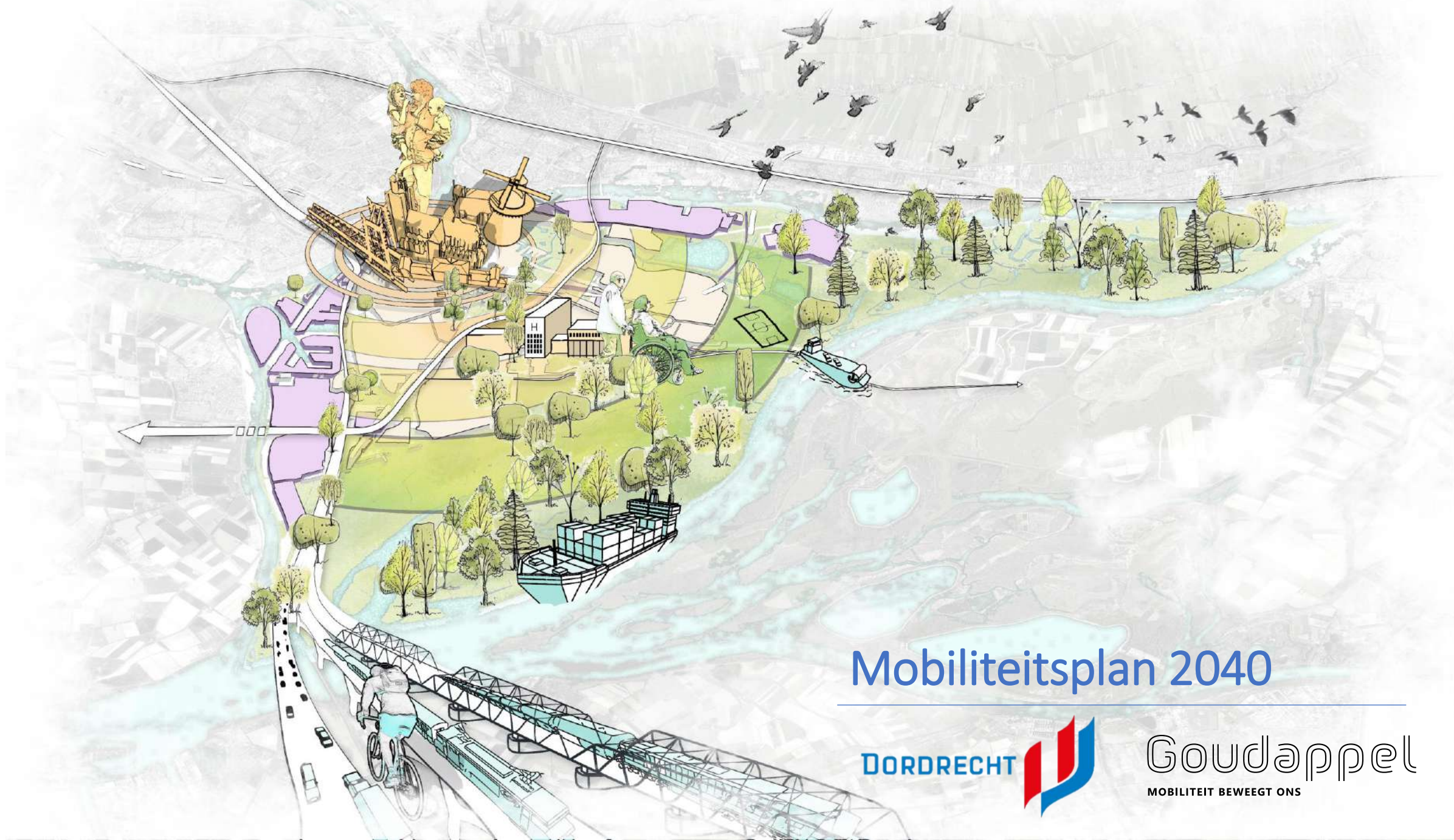
PT V-OV
(connecting PT)

Broad Base
(accessible PT, flex transport, shared mobility)

Car


passenger car

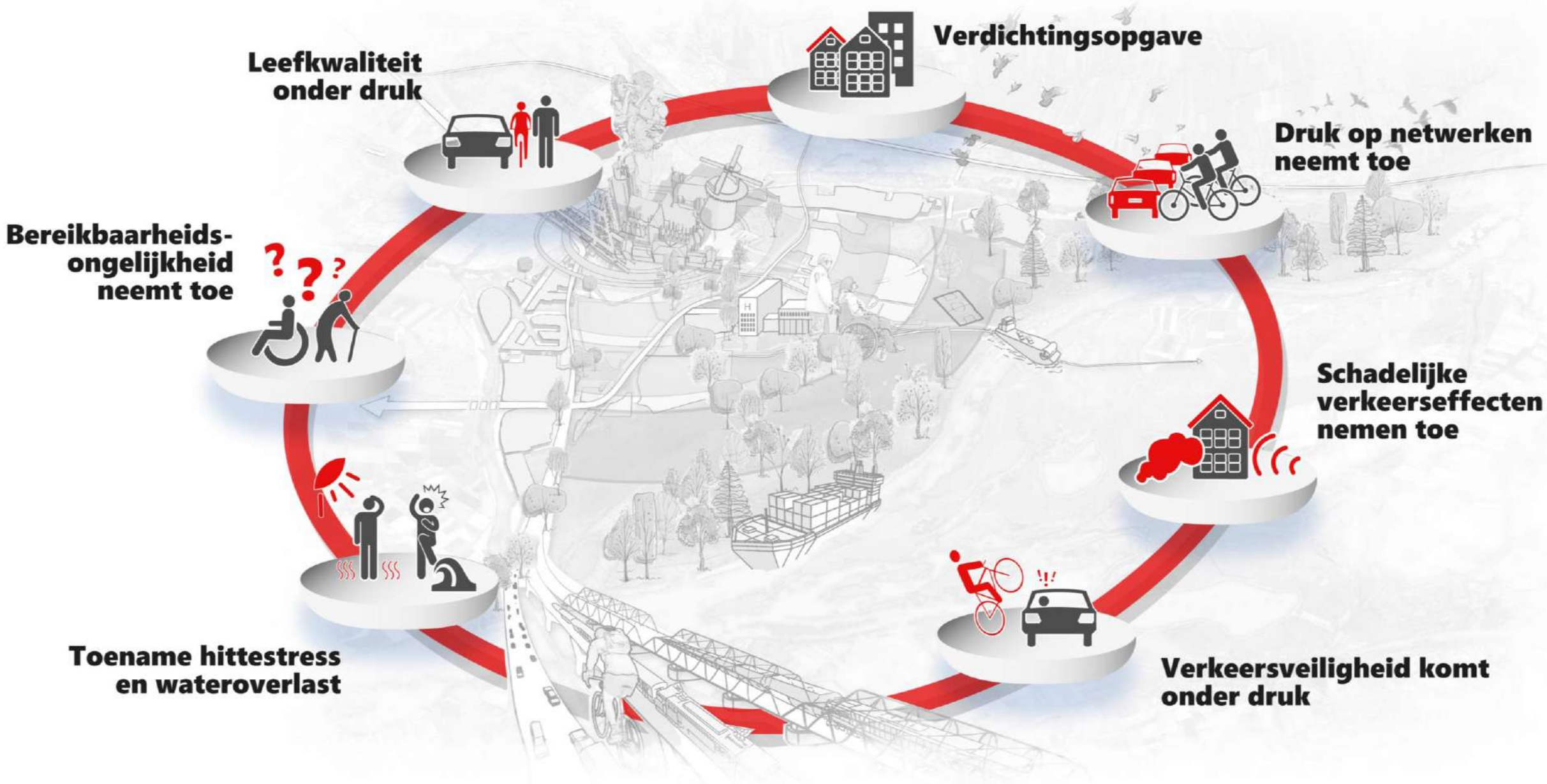
Figure 2: Transport modes by area type and by travel distance



Mobiliteitsplan 2040



Goudappel
MOBILITEIT BEWEEGT ONS





Onverschied per gebied



Hoogste ruimtelijke dichtheden, ruimtelijke inbreiding, wandelen-OV op 1



Ruimtelijke inbreiding, gemengde stad
Herstel balans wandel-fiets-auto



Suburbane en buitengebieden, relatief meer
autoafhankelijk, verbindend e-fiets / OV



Industriegebied





Erik Stok
Senior Advisor of
International Affairs
Netwerkstad Twente



Tommi Vollmann
Head of Secretariat
Scandria Alliance



Terje Rognlien
Former Head of Secretariat
for the Oslo Package 3 and
Urban Development
cooperation in the Oslo
Region



Sanneke Bolderheij
Public Affairs Advisor
City of Dordrecht



Peter Austin
Senior Advisor
City of Oslo and Co-
Chair Working Group
for Metropolitan Areas
in Eurocities



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Regional collaboration in practice.

Oslo package 3 and Urban growth agreement

Terje Rognlien, Former Secretariat Leader for the Oslo Package 3 and Urban Development cooperation in the Oslo Region

Oslo, April 23th, 2024

The Oslo packages – a long history of collaboration

- Political agreement between Oslo and Akershus County – basis for a parliamentary bill
- Development and financing of transportation infrastructure in the Oslo region
- First agreement on Oslo Package 3 in 2006 – history back to 2001 (Oslo package 2) and 1992 (Oslo package 1)
- The fundamental basis:
 - Cooperation between three different governance layers
 - Principle of consensus in decision making

Oslopakke 3

Oslo package 3 2008-2036

- Political goals

- Zero growth goal
- Reduction of air pollution
- Improved accessibility for public transport, walking and cycling and freight transport
- Reduced congestion
- Enhanced traffic safety

- Portfolio governance

- Ongoing evaluation of projects (roads, public transportation) in order to achieve goals based on available financing

- Financing

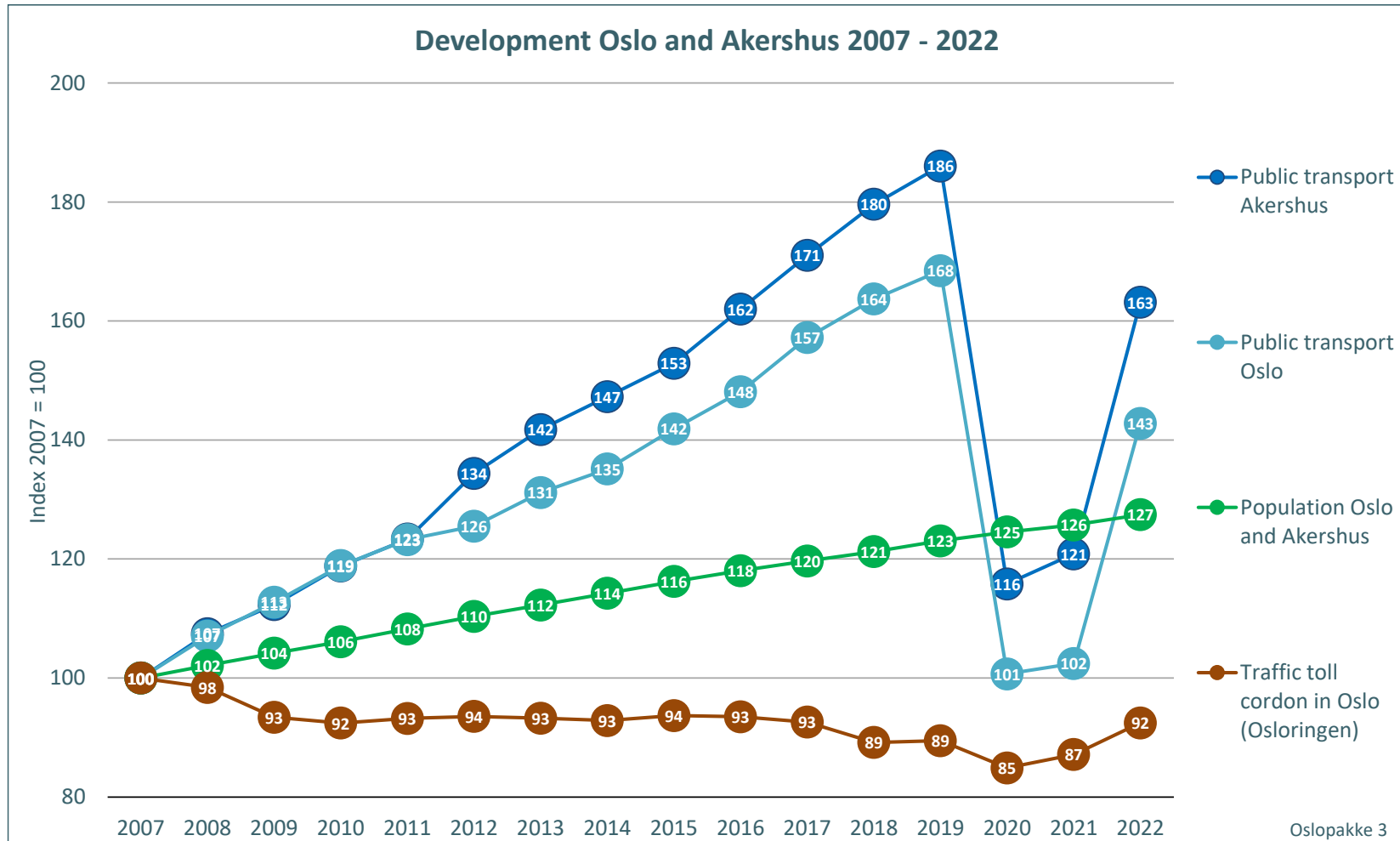
- Toll cordon, funds from Oslo City and Akershus County, funds from the state, funds from public transportation company, funds from property developers

Urban growth agreement

- Agreement between the state, Akershus County municipality, Oslo, Nordre Follo, Lillestrøm, and Bærum municipalities
- Major objective: 0-growth goal
- Financial contributions from the state:
 - Development and operation of public transport (owned locally)
 - Financial contributions to development of bicyckling/walking infrastructure on national and local road network.
- Local parties commit to measures that support the zero-growth goal – for example parking policy, land area development, densification near transport nodes.
- Oslo package 3 is a part of the Urban Growth Agreement

Oslopakke 3

Development 2008 - 2022



Results in
2020, 2021 and
2022 are due
to covid

The situation today

Major challenges:

- Costs of development of transport infrastructure increased
- Income from the new toll cordon system lower year by year
- Expected growth in car traffic and climate gas emission without stronger measures

Urban growth agreement expires in 2029 – Oslo package 3 agreement expires in 2036

- Ongoing negotiations regarding extension of Oslo Package 3 to 2045
- Proposal of National Transport Plan 2025-2036: renegotiations of the urban development agreement –proposed extended to 2036

Contact info secretariate for Oslo package 3 and Urban growth agreement

Alberte Ruud, leader + 47 92850538
Alberte.marie.ruud@vegvesen.no

Terje Rognlien, +47 93209073
terje.rognlien@vegvesen.no

Kyrre Gran +47 95796457
Kyrre.gran@vegvesen.no

Frode Hauglin +47 99630342
Frode.hauglin@vegvesen.no



Erik Stok
Senior Advisor of
International Affairs
Netwerkstad Twente



Tommi Vollmann
Head of Secretariat
Scandria Alliance



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City of Dordrecht

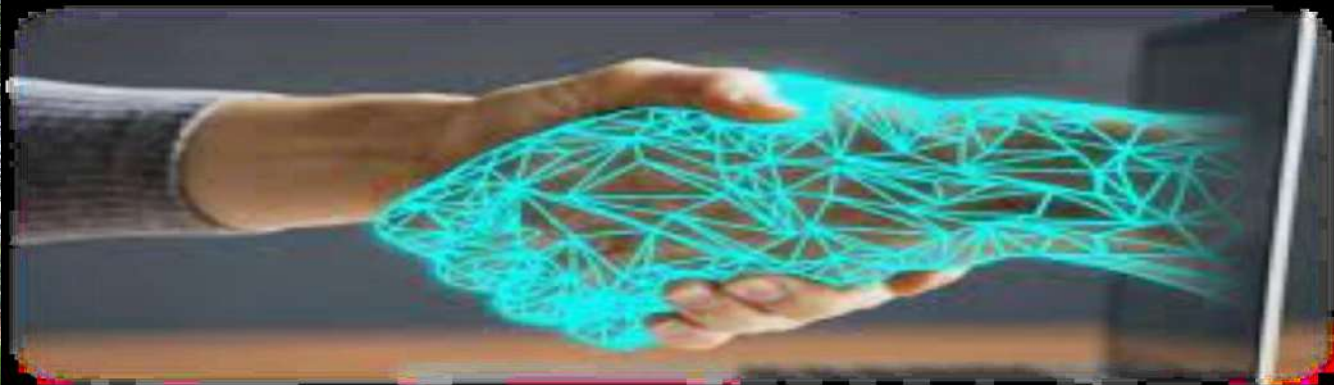


Peter Austin
Senior Advisor
City of Oslo and Co-
Chair Working Group
for Metropolitan Areas
in Eurocities



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Scandria® Alliance: territorial cooperation from Scandinavia to the Adriatic Sea

23 April 2024 | Oslo, Norway

Planning Urban and Trans-European Mobility Together

Tommi Vollmann | Joint Spatial Planning Department
Berlin-Brandenburg

scandria-alliance.eu

Follow us on  

Connecting regions, communities and economies through clean and smart transportation



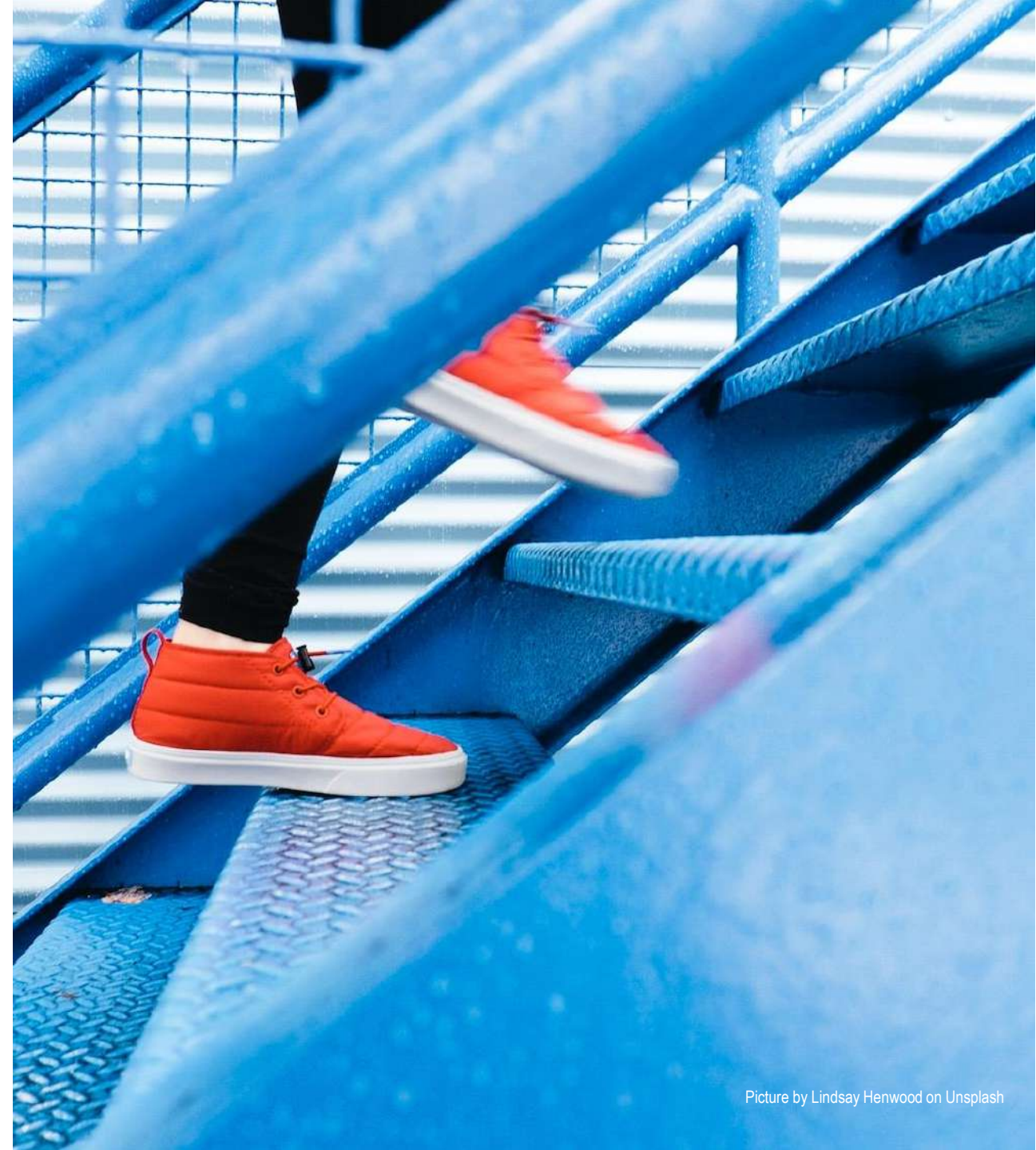
The Scandria®Alliance provides an **arena for cities and regions** to collaborate on **climate-smart multimodal transport connectivity** at the interface to **sustainable regional development** between **Scandinavia and the Adriatic Sea**.

Urban nodes as a priority topic of the Alliance



Transnational cooperation needs

- Integrating urban nodes in the TEN-T: need for intermediaries and aggregators between local/regional & corridor level
- Peer learning and capacity building needs, e.g. on FUA approach or stronger integration of SUMP and SUDP approaches





**We look
forward to
cooperating
with you!**



Tommi Vollmann
Head of Secretariat
[Tommi.Vollmann@gl.berlin-
brandenburg.de](mailto:Tommi.Vollmann@gl.berlin-brandenburg.de)
+49. 331. 866 8724

scandria-alliance.eu

Follow us on  



Erik Stok
Senior Advisor of
International Affairs
Netwerkstad Twente



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Head of Secretariat
Scandria Alliance



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Lunch Followed by Parallel Sessions on Ground Floor



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POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

**EURO
CITIES**



Oslo



Closing Session



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POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

**EURO
CITIES**





Meet us next time!

→ Watch out for our policy brief

CIVITAS FORUM

SMART CITY
EXPO

FINAL
CONFERENCE
URBAN NODES
FORUM

1-3 October 2024
Parma

5-7 November 2024
Barcelona

1-2 April 2025
Brussels

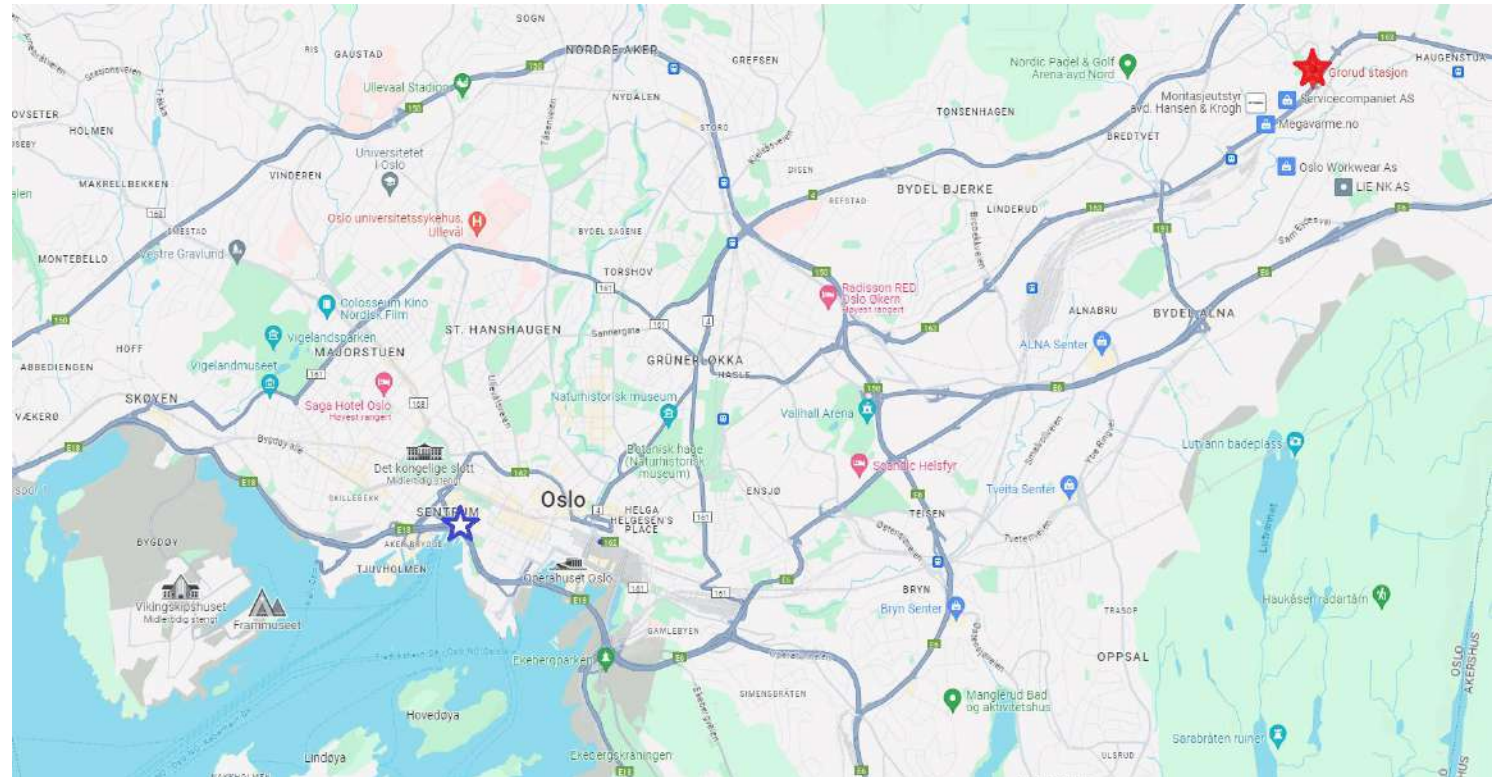


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Site visit to Grorud

- The Grorud station mobility hub as part of the MOVE21 pilot Mobility hub Network
- Autonomous cars as part of the public transport strategy of Oslo
- Travel by local train, train leaves 15:36
- Are you part of green or blue group?



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Thank you, see you soon!



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