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# RAILWAY HUB CITIES AND TEN-T NETWORK



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## City rail hubs: the present crucial elements of transport interconnectivity in Central Europe

Central Europe cities are the „first/last legs“ of transnational transport chains. These chains consist of local, regional and transnational transport systems. On the one hand high speed connections among rail hubs in Central Europe are being upgraded, especially on TEN-T networks and along the main intercity lines. On the other hand nevertheless rail and in general public transport bound feeder lines need to be upgraded, strengthened and better organized.

That calls for a multimodal integration of local/city transport networks, regional transport systems and transnational transport axes in particular TEN-T. In fact the main elements of this integration are constituted by city rail hubs.



## Railway Hub Cities and TEN-T network

In order to enhance rail transport by improving the feeding functions on rail of major hub cities and their respective regions 13 partners from 8 countries cooperate in the RAILHUC project.

This project aims to improve Central Europe's interconnectivity by an intermodal integration of rail hubs at 3 different levels: into the TEN-T system, into regional and local transport rail and non rail systems.

*„While high speed connections are in the course of up-grading, rail (and in general public transport) bound feeder lines need to keep the pace and be integrated into TEN-T systems.“*

## Objectives

The challenge that the RAILHUC partners share is the development of models, concepts, measures, harmonised strategies and policy actions targeted at the embedding of the urban and regional transport systems into the intercity rail transport throughout the whole Central Europe area.

## Partnerships

11 rail hub cities are included in RAILHUC and represented each time by a project partner. Except one of them all these cities feature in TEN-T RAIL Priority Projects.



- **Emilia-Romagna Region, D.G. Infrastructural Networks, Logistics and Mobility - Systems** (Emilia-Romagna, IT),
- **KORDIS JMK, spol. s r.o.** (Jihovychod, CZ),
- **Vysocina Region** (Jihovychod, CZ),
- **Central German Metropolitan Region represented by City of Dresden** (Sachsen, DE),
- **German Association for Housing, Urban and Spatial Development** (Berlin, DE),
- **Hungarian State Railways Private Company Limited By Shares (MÁV Co.)** (Kozep-Magyarország, HU)
- **KTI Research Institute for Transport Sciences** (Kozep-Magyarország, HU),
- **City of Venice** (Veneto, IT),
- **Veneto Region - Infrastructure Regional Secretariat - Logistics Unit** (Veneto, IT),
- **Railway Company Slovakia, joint stock company** (Bratislavsky, SK),
- **PKP Polish Railway Lines Company** (Mazowieckie, PL),
- **Regional Development Agency of Ljubljana Urban Region** (Ljubljana, SI),
- **City of Vienna, Department for Urban Development and Planning** (Wien, AT)

### • PP 1 (Berlin - Palermo)

RAILHUC hubs: Reggio Emilia (IT), Erfurt, Halle/Leipzig (DE).

### • PP 6 (Lisbon-Milan-Venice-Ljubljana-Kiev)

RAILHUC hubs: Miskolc (HU), Venice (IT), Ljubljana (SI),

### • PP 17 (railway axis Paris– Strasbourg–Stuttgart–VIENNA–Bratislava)

RAILHUC hubs: Vienna (AT), Bratislava (SK).

### • PP 22 (Athens–Sofia–Budapest–Vienna-Prague–Nuremberg /Dresden)

RAILHUC hubs: Brno (CZ), Vysočina region (CZ), Dresden (DE), Győr (HU), Vienna (AT).

### • PP 23 (Gdansk-Warsaw-Brno-Vienna)

RAILHUC hubs: Brno (CZ), Žilina (SK), Bratislava (SK), Vienna (AT).



## Target groups

- Municipalities
- Regional authorities
- Rail operators
- Infrastructure managers
- Local public transport companies
- Transport nodes authorities
- Citizens of the RAILHUC regions /agglomeration
- Regional association for integrated public transport
- Extended partners (complement the financing partners and associated institutions by involving further policy makers, investors and transport operators)



## Methodology

The RAILHUC activities are grounded in the building of joint concepts for rail hubs integration based on experiences exchange, good practice analysis, training and peer review workshops.

Furthermore deep analyses & sound transport planning exercises will be used in order to identify existing bottlenecks and formulate options for infrastructural interventions or public transport services improvements. These expected results may come out of several rounds of public and technical consultations which aim at building the consensus among key decision makers, stakeholders on future investments and public policies in rail / intermodal and public transport.

During subsequent progress of the RAILHUC project may be jointly specified priorities of intervention and defined relevant road maps for each city rail hub.

Further is expected that involving municipalities and public transport operators sign agreements aimed at fostering Central Europe interconnectivity. In particular interest on Public Transport Partnership in individual city region or territory will be signed.

In conclusion the impact of the devised and agreed measures of intervention may be assessed and thereafter included in a long term strategic action plan and RAILHUC manifesto for rail transport in Central Europe.

## www.railhuc.eu

THE RAILHUC WEBSITE includes information about the project and its results. It also contains a “News” section, a “Download Centre”, a “Link” and “Contact” section.

Visit the website and find out more about the partner cities, their starting points and the contents of the project!

