

Towards a future-proofed Trans-European Network for Transport

Approved by the CPMR Political Bureau by written procedure, 5 May 2021

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The Conference of Peripheral Maritime Regions (CPMR) welcomes the initiative of the European Commission to revise the TEN-T Guidelines. The current context and emerging challenges require changes in the TEN-T policy. The CPMR shares the assessment of the Commission that the Regulation needs to address “*insufficient effectiveness of the TEN-T to stimulate zero and low emission transport*”, “*lack of preparedness of the TEN-T to the digital transition in transport*”, “*gaps and bottlenecks on the TEN-T*” and “*insufficient resilience of the TEN-T infrastructure*”. The new Regulation will also have to address the broader challenge of ensuring the sustainability of the network as well as the benefits of the users.

This paper presents the key messages of the CPMR in the perspective of the upcoming revision of the Regulation.

1. An Ambitious TEN-T that contributes to the Green Deal

The CPMR welcomes all the efforts to promote climate neutral and sustainable transport. In this respect, it underlines that promoting intermodality to favour modal shift to the most sustainable modes as well as alternative fuels and digitalisation are key enablers to achieve the ambition of the Green Deal, while also understanding that peripheral maritime Regions still require basic, fundamental road transport systems, in particular for those Regions that have isolated transport networks with no alternative modes of transport such as islands. A modal shift requires stronger focus on the development of multimodal transport chains for passengers and goods, both for long-haul transport, and the first and last mile transport. Railway and waterborne transport constitute high-capacity and territorially-efficient transport, with a potential to mitigate traffic congestion and several other environmental costs from transport.



The EU should provide the necessary support to guarantee the access to alternative fuels ensuring the continuity of refuelling infrastructures for zero and low emission vehicles throughout the whole EU and in all transport modes. In that respect, the CPMR underlines that a territorial based approach is a condition for success. Adapting to local and regional realities is indeed necessary to implement any new standard and limit the adaptation challenges that would affect territories and, ultimately, users. The EU should also encourage the development of sustainable transport solutions in peripheral and/or isolated transport networks, such as in islands, that could be considered as living-labs for innovative solutions. Additionally, the revision of the Regulation should be coordinated with the classification system for “green investments” to ensure adequate access to funding.

2. A Punctual TEN-T that meets its deadlines

The CPMR welcomes measures that contribute to facilitating and accelerating the completion of the core network by 2030 and of the comprehensive network by 2050.

Considering that the completion of the core network faces major delays that put at risk its completion in due time, the CPMR urges the Commission to take the following measures:

- Strengthening the role of the European coordinators, for example in the evaluation process of CEF applications;
- Pushing Member States to harmonise and streamline administrative procedures for cross-border projects, including maritime ones;
- Reinforcing the corridor approach and Motorways of the Sea;
- Improving the coordination and aligning maps with the rail freight corridors;
- Introducing limited adjustments to the network when proven of great added value.

Additionally, the CPMR underlines that 2050 is coming fast. The EU should ensure that lessons are learned from the delays in the implementation of the core network. The CPMR therefore invites the European Commission to further ensure the complementarity and interconnection between Core and Comprehensive Network. For instance, it could support the implementation of the comprehensive network by appointing a dedicated coordinator. The participation of the stakeholders involved in the comprehensive network to the nearest corridor's forum should be encouraged with the objective of strengthening the links between the comprehensive network and the core network.

The CPMR takes note of the intention of the European Commission to extend a number of requirements from the core to the comprehensive network. In principle, it supports the proposed objective of requiring recharging and refuelling infrastructure as for the core network. This must however be accompanied by the necessary financial support and, where necessary in duly justified cases, with tailor-made measures. In the current situation, these requirements are unrealistic and would only generate further delay in the implementation of the network.



3. A Cohesive TEN-T that enhances territorial accessibility

The CPMR regrets that the current objective of territorial cohesion is not clearly reaffirmed in the 2020 European Commission roadmap. Considering the previously mentioned major challenges ahead, it is important that all territories have similar access and opportunities, taking into account territorial specificities, to achieve a climate neutral and sustainable transport network. In this regard, the CPMR stresses that the revised Regulation must reflect the objective of the Smart and Sustainable Mobility Strategy that mobility is “*affordable and accessible in all regions and for all passengers*”.

The CPMR agrees that it is necessary to introduce “adjustments to the network design to further strengthen accessibility for all regions, including peripheral, insular and outermost regions as well as cross-border mobility” as stated both in the European Commission roadmap and the European Parliament Own Initiative report on the TEN-T. It questions, however, the exact meaning of the “minor” adjustments both documents are referring to. Indeed, the CPMR believes that the needed adjustments its Geographical Commissions propose in the Annex are, by essence, minor at the scale of the whole network, however essential in particular to maritime peripheral Regions, to have a positive impact on territorial cohesion.

These adjustments should follow a less restrictive approach to the eligibility criteria of key infrastructures, such as ports, to the network. For instance:

- The current double criteria for ports on passengers and freight flows do not reflect their whole activity and strategic role for the development of our maritime Regions as well as future developments;
- Likewise, the approach to urban nodes should be broadened and go beyond the current list of 88 Urban Nodes.

The CPMR also underlines the importance of strong connections with third Countries, such as the United-Kingdom, Norway, Russia, the Balkans and the wider Black Sea region, and the Maghreb. These continuous connections must be ensured and attention paid to the cross-border infrastructure providing these links, including maritime ports and their hinterland.

4. A Maritime TEN-T that embraces the potential of waterborne transport

The CPMR underlines that waterborne transport, together with rail transport, are key to achieving the EU climate and sustainability objectives. The regulation should have a more ambitious maritime dimension to fully exploit the potential of our ports and waterborne transport while also supporting and further enhancing core enterprises of peripheral maritime regions including sustainable fishing, tourism and energy for instance. In particular it should consider:

- The crucial role that maritime transport and ports play in ensuring the territorial accessibility of our peripheral maritime Regions, especially for islands and outermost Regions, as it is one



of the two sole modes to connect them with the mainland and to each other. Maritime transport is actually their main or only transport mode for goods;

- The strategic role of our ports for the development of maritime Regions as well as future developments;
- Better integrating Motorways of the Sea within the TEN-T by ensuring an efficient connection of the ports with the whole network with a focus on the infrastructures ensuring the last mile connection;
- A less restrictive approach to the eligibility criteria for MoS projects in the framework of the Connecting Europe Facility, that would for instance allow the support to maritime links between two comprehensive ports, including in the same Member State;
- All maritime transport modes, including those not using fuels;
- New maritime links (and associated necessary transport links) and emerging challenges for ports and their hinterland due to the withdrawal of the United Kingdom from the EU to provide a fair and balanced distribution of TEN-T ports and transport network throughout the EU.

In this respect, the proposals of the Coordinator for Motorways of the Sea should therefore be integrated in the revised TEN-T as its new maritime pillar. Developing an ecobonus-like tool at European level in order to encourage modal-shift to short sea shipping should be envisaged.

5. A Modern TEN-T that looks at the future

Digitalisation will be key to achieve seamless intermodal transport and enable a more sustainable and efficient use of the existing transport system. The TEN-T policy should aim for synergies between transport, energy and digital infrastructures. Digital solutions will give important tools for a more sustainable use of transport infrastructures and play an important part in contributing to higher level of services to the benefits of all users. The CPMR believes that further efforts are needed to facilitate data sharing to reduce cross-border administrative bottlenecks.

The CPMR considers it essential to bring the necessary level of flexibility in the Regulation to adapt to technological innovation and the future challenges our transport infrastructures will face. In this regard, the CPMR calls the revised Regulation to:

- Enhance the resilience of the network infrastructure notably in relation to climate adaptation and new safety risks;
- Introduce new infrastructure quality requirements providing that these requirements are paired with the adapted level of flexibility to be smartly and efficiently implemented in the great variety of the European Region and with the fitted incentives;
- Allow efficient adjustments and guarantee the necessary flexibility to ensure the emergence of innovative, smart and sustainable transport solutions.



Annex (May 2021)

TEN-T review: Amendments to the TEN-T maps proposed by the Geographical Commissions of the CPMR

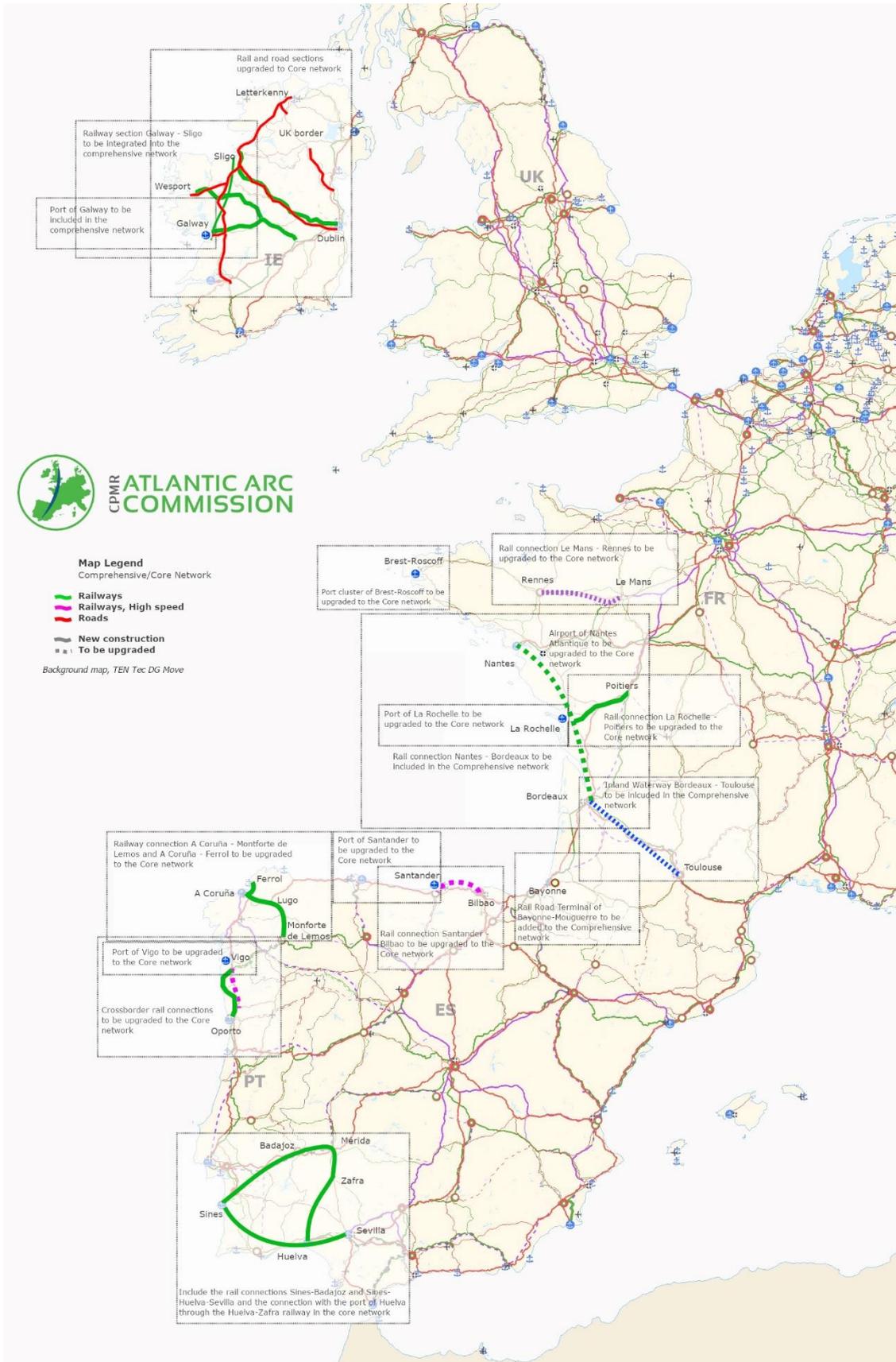
This technical annex is composed by the amendments to the TEN-T maps proposed by the Geographical Commissions of the CPMR: the Atlantic Arc Commission, the Balkan and Black Sea Commission, the Baltic Sea Commission, the Intermediterranean Commission, the Island Commission and the North Sea Commission.

Following the adoption the Policy Position in the General Assembly of Palermo (available here [EN](#), [ES](#), [FR](#), [IT](#)), the CPMR have launched a consultation process throughout its Geographical Commissions aiming at compiling the amendments to the TEN-T maps in view of the review of the TEN-T Regulation.

- ✓ [Map of amendments proposed by the Atlantic Arc Commission](#)
- ✓ [List of amendments proposed by the Atlantic Arc Commission](#)
- ✓ [Map of amendments proposed by the Baltic Sea Commission](#)
- ✓ [List of amendments proposed by the Baltic Sea Commission](#)
- ✓ [Map of amendments proposed by the Intermediterranean and the Islands Commissions](#)
- ✓ [Map of amendments proposed by the Intermediterranean and the Balkan and Black Sea Commissions](#)
- ✓ [List of amendments proposed by the Intermediterranean Commission](#)
- ✓ [List of amendments proposed by the Intermediterranean and the Balkan and Black Sea Commissions](#)
- ✓ [List of amendments proposed by the Intermediterranean and the Islands Commissions](#)
- ✓ [Map of amendments proposed by the North Sea Commission](#)
- ✓ [List of amendments proposed by the North Sea Commission](#)
- ✓ [List of amendments proposed by the North Sea and the Baltic Sea Commissions](#)



Proposals for amendments to the maps of the TEN-T: Atlantic Arc Commission





Amendment proposed:

Include the railway connections Sines-Badajoz and Sines-Huelva-Sevilla and the connection with the port of Huelva through the Huelva-Zafra railway in the core network

Short justification to this amendment:

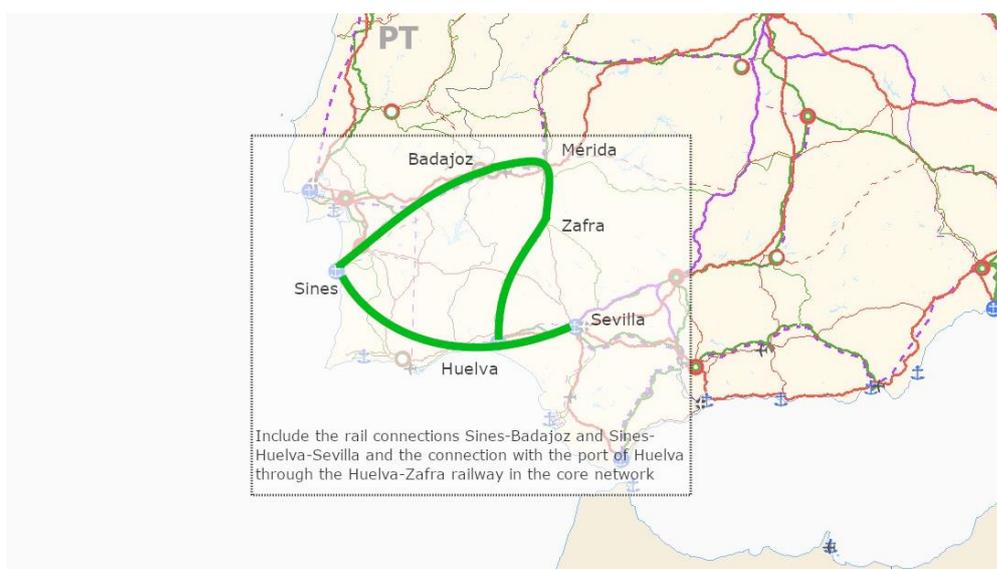
This will intensify the economic integration of the Iberic Peninsula. In this Peninsula, already two euroregions are working in this sense: EUROACE (Alentejo, Centro, Extremadura) and EUROAAA (Alentejo, Algarve, Andalucia). These euroregions are characterised by the presence of two major ports for freight, Sines and Algeciras. The European importance of those two ports have already been acknowledged through their inclusion in the Atlantic Corridor, improving connections between the south and the north of Europe. Besides, the creation of the Iberian Southwest Badajoz Logistics Platform and the recent rail link established between the ports of Seville and Sines (MEDWAY company), are two examples of a common vision to intensify economic integration in the Iberic area.

Finally, the port of Sines has known an upgraded trajectory in all cargo segments it handles thank to:

- The expansion of Terminal XXI. The Portuguese government authorized, in August 2019 to launch an international tender for the construction of a new container terminal, the Vasco da Gama, with a capacity of 3 million additional containers.
- the increase in the capacity of the natural gas terminal
- the improvement of maritime and rail accessibility

The traffic growth of the containerized cargo segment has a global growth of 2400% and a growth rate of annual average of 38%. The fractional general charge and liquid bulk also experienced an increase with overall growth of 310% and 16%, respectively.

Map:



Amendment proposed:

Include the railway connection between A Coruña and Ferrol and between A Coruña and Monforte de Lemos (ES) through Lugo in the Core network.

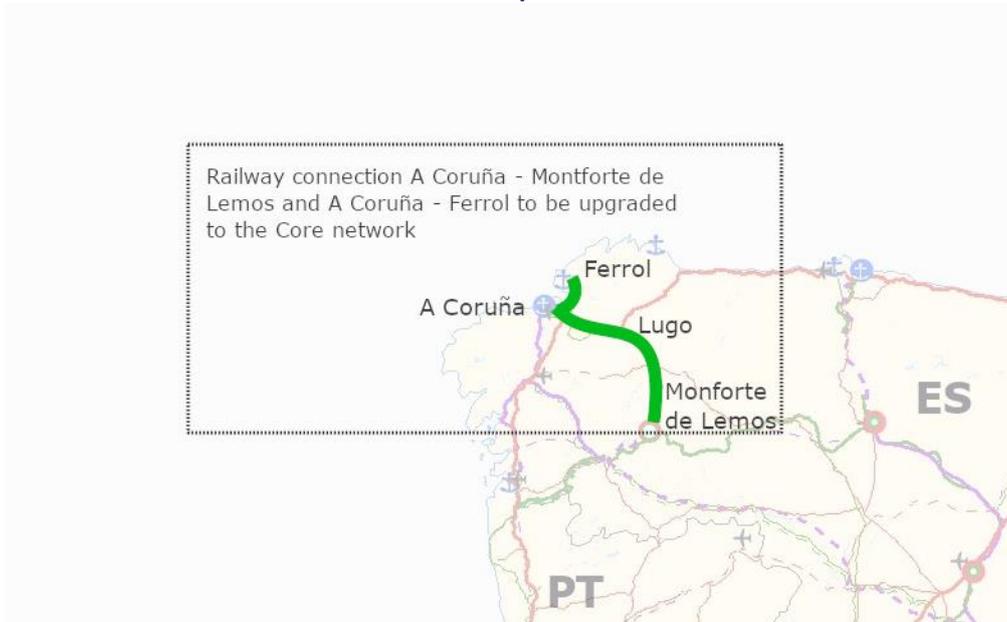
Short justification to this amendment:

Being the port of Corunna part of the Core network and now also part of the Atlantic Corridor, the fastest way to connect this port to the Corridor is through Lugo

Existing studies:

[Galicia in the Transeuropean Transport Network: challenges ahead. Galician Economic and Social Committee](#)

Map:





Amendment proposed:

To include the Port of Vigo (ES) in the Core network, currently in the Comprehensive.

Short justification to this amendment:

The port of Vigo is a world reference in the fishing sector, a European reference in ro-ro traffic and a pioneer in the implementation of a blue growth strategy. As from 2021, the Atlantic Corridor will pas through Vigo, so it wouldn't make sense that the connections to the port continue to be excluded from the Core network.

Existing studies:

[Galicia in the Transeuropean Transport Network: challenges ahead. Galician Economic and Social Committe](#)

Map:



Amendment proposed:

Include the whole crossborder railway between Vigo, Galicia (ES) and Oporto, Norte (PT) in the core network.

Short justification to this amendment:

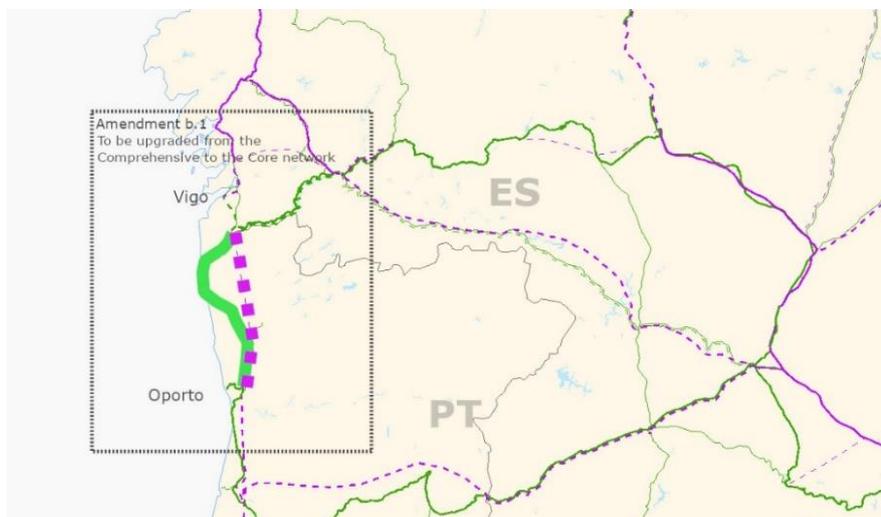
Spain ranks as the most important Portuguese commercial partner and 4/5 of the trade between both countries is land based. In recent years Galicia became the second most important destination for Portuguese exports to Spain. Furthermore, Portugal became second most important foreign destination for Galician products. Galicia and Norte of Portugal hold very close social, economic and cultural relationships, based on a common historical heritage and a unique linguistic closeness. These socio-economic links developed a consistent multilevel cooperation process, that fostered in the recent decades a very strong cross-border cooperation between these two Regions on the North-West Iberian Peninsula and contributed to important flows people, goods and services.

Indeed, the North-West Iberian Peninsula is the locus of the busiest border, with more than half of the cross-border road passenger traffic between both countries. However, in what regards rail, this share is modest. Accordingly, the development rational should favour investment in rail over road in order to create new competitive conditions on this dynamic Iberian Atlantic façade, namely with the missing rail link between Oporto urban node and the Spanish border. That’s why the rail axis – Sines / Lisbon / Oporto / Vigo / Santiago / Coruña – should be fully included as part of the Core transport network.

Existing studies:

[Galicia in the Transeuropean Transport Network: challenges ahead. Galician Economic and Social Committee](#)

Map:



Amendment proposed:

Upgrade the port of Santander and the railway section Santander-Bilbao to the Core network

Short justification to this amendment:

The Cantabrian coastal regions suffer a stagnation, partly motivated by a deficient railway network that harms its competitiveness. The new Santander-Bilbao railway section would have an impact of 11,500 million euros, with a transfer of passengers of 123%, an increase in goods transport of 150% and significant reductions in CO2.

The Santander-Bilbao section takes into account the need to reinforce the connexion with Ireland after the BREXIT. The existing maritime connection between Cork and Santander linked to the railway section proposed will offer a great opportunity in logistical terms.

Map:



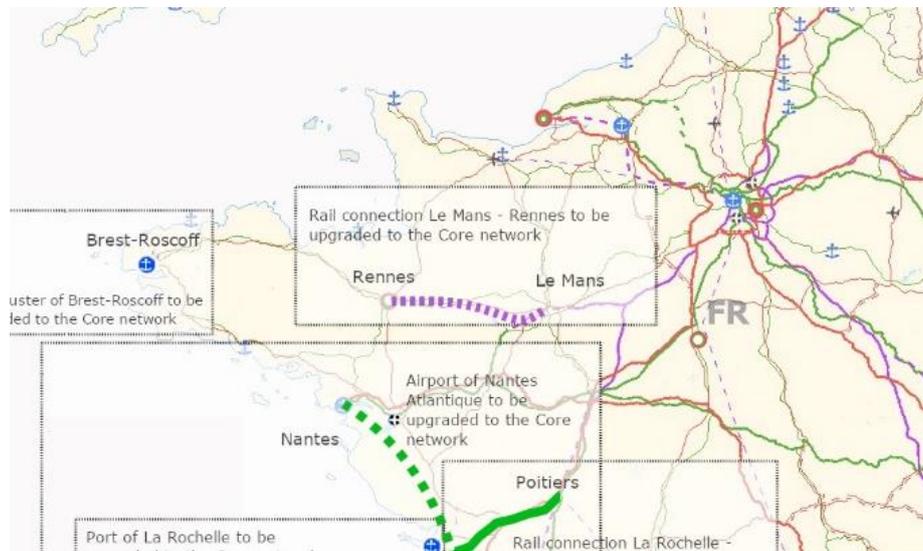
Amendment proposed:

Include the high-speed railway section Le Mans-Rennes in the core network

Short justification to this amendment:

The high-speed railway section Le Mans – Rennes is an important upgrade in term of regional accessibility from the East.

Map:



Amendment proposed:

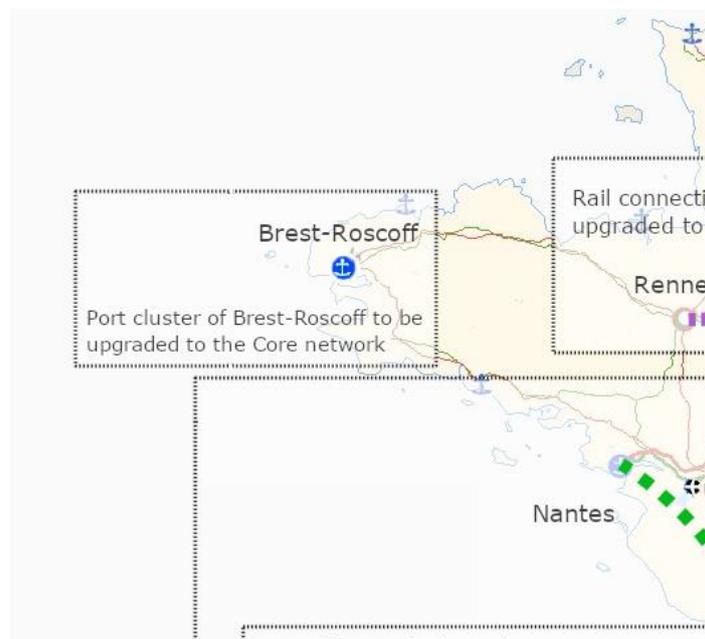
Include the port cluster Brest-Roscoff in the Core network

Short justification to this amendment:

It falls under the B.3 (P) criterion of the Planning methodology of the TEN-T. This criterion states that "The largest seaport (in terms of transshipment volume) along each continuous coastline ("façade") of insular Member States and non-insular NUTS 1 regions with access to the sea where no ports are classified according to the criteria B.1 or B.2. This only applies to such façades or coastlines relevant at European scale", which is the case of the Brittany Region.

Additionally, the port cluster is of great importance in terms of social and economic development of the Region and the whole EU considering its strategic location.

Map:



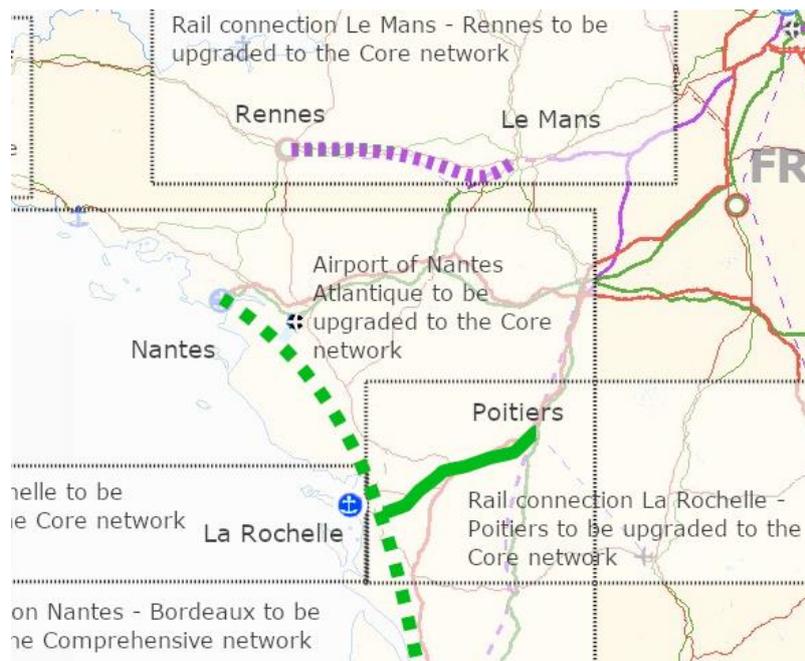
Amendment proposed:

The airport of Nantes Atlantique to be upgraded to the Core network.

Short justification to this amendment:

Considering the demographic growth of Nantes LUZ (Larger Urban Zone), it will reach the 1 million inhabitants ceiling in the next update of the Urban Audit and EUROSTAT. According the Point C.1 of the Planning methodology for the TEN-T (C.1 (S) the main airport of each urban main node according to A.1 – A.4;) the Airport should be part of the core network.

Map:





Amendment proposed:

Nantes to be added to the main urban nodes of the core network

Short justification to this amendment:

According to the planning methodology for the trans-European transport network criterion C.3 (P) "The cities relative to core network seaports according to the criteria B.2 or B.3, if their population exceeds 200.000 inhabitants in the corresponding LUZ".
Nantes should be considered as a main urban node of the Core network considering that the port of Nantes/St Nazaire is a seaport of the core network and part of the Atlantic Core Network Corridor.

Amendment proposed:

Include the European Centre for Freight (Centre européen de fret, CEF) of Bayonne-Mouguerre to the list of rail-road terminals.

Short justification to this amendment:

- Located in a strategic border area, within the immediate vicinity of the Atlantic Corridor and on a congested North-South route: 10 000 lorries cross the French-Spanish border every day.
- With about 1 million ton of freight in 2018, the traffic of the CEF should double within 10 years. It would allow to remove 150 000 lorries from the road.
- The CEF wishes to develop rail motorway services, which do not currently exist on the Atlantic Corridor.
- The CEF would contribute to shift freight from road to rail.

Map:



Amendment proposed:

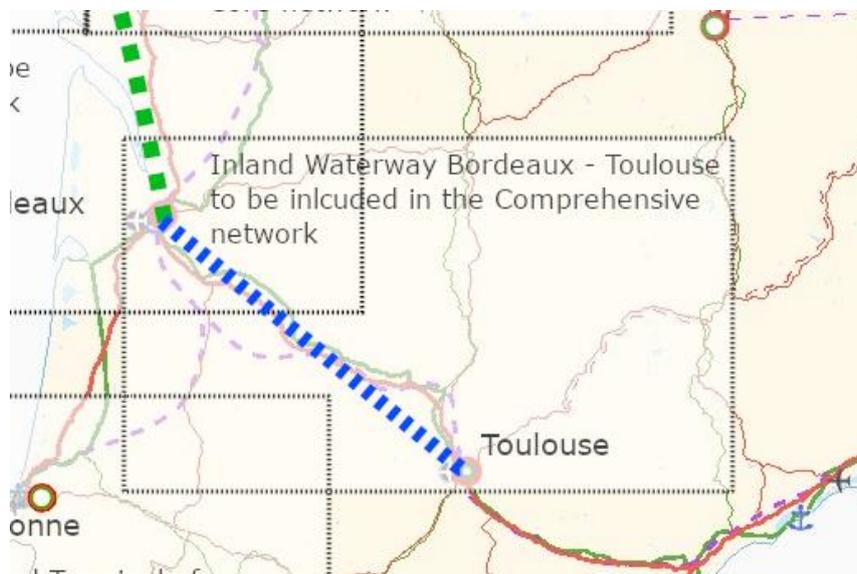
Include the inland waterway Bordeaux – Toulouse in the comprehensive network

Short justification to this amendment:

TEN-T must support the development of the inland waterway and railway connections with the ports. The IWW Bordeaux-Toulouse including the river would be pertinent to reduce congestion of the metropolitan area of Bordeaux. The inland waterway transport is a pillar of the energy transition, allowing a massification of the transports of goods at a lower cost and the development of urban logistics solutions. The inland waterway transport could be a sector of innovation and experimentation with alternative engines which is a precondition for carbon-free transport.

(Version Originale-FR) Le RTE-T doit en outre appuyer le développement des interconnexions fluviales et ferroviaires en lien avec les ports. Cette évolution serait particulièrement opportune pour le désengorgement de la métropole bordelaise, en intégrant le fleuve au RTE-T. Le mode fluvial fait effectivement partie des leviers de la transition énergétique, en permettant une massification du transport de marchandises pour un coût moindre et le développement de solutions de logistique urbaine. Le mode fluvial pourrait également être un lieu d'innovation et d'expérimentation avec des motorisations alternatives, condition sine qua non pour un transport décarboné.

Map:



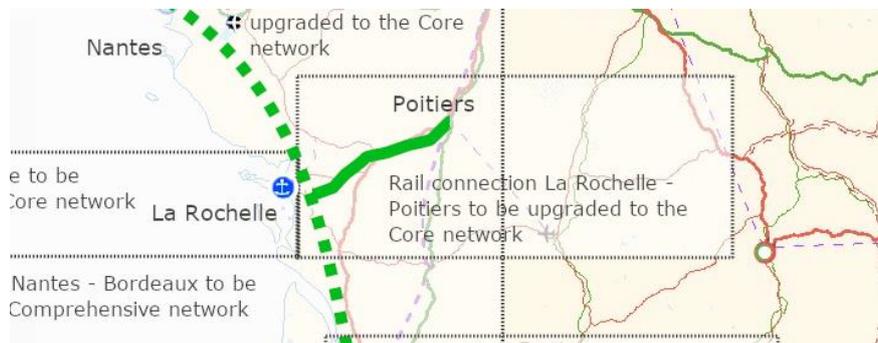
Amendment proposed:

Include the railway section La Rochelle-Poitiers in the Core network

Short justification to this amendment:

- Provide an efficient rail connection to the port of La Rochelle.
- The railway section La Rochelle-Poitiers links the port of La Rochelle to the railway line Paris-Tours-Bordeaux.
- The capacities of this line are penalised by a single track of about 30 km between Saint-Maixent and Lusignan.

Map:





Amendment proposed:

Upgrade the Port of La Rochelle from the Comprehensive to the Core network.

Short justification to this amendment:

The Port of La Rochelle is part of the Atlantic Rail Freight Corridor. To ensure a better coordination and coherence, TEN-T Corridors should be aligned on Rail Freight Corridors. To make it possible, the port of La Rochelle should be upgraded

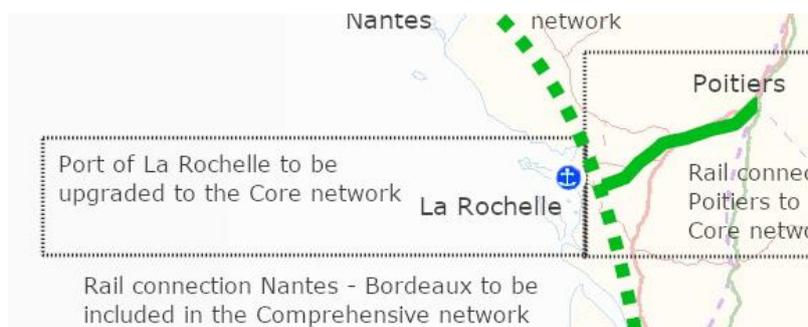
from the comprehensive to the core network.

It is a dynamic and important port with an increasing traffic. It is one of the seventh major ports of France and the only one with deep water access on the Atlantic coast line. It is the 6th of 7 major port of France with 9,6 million tons of freight essentially based on bulk. Port employed 1500 persons and indirectly 16 000 persons.

In addition, the port of La Rochelle has an offensive strategy for rail freight, it is the second largest French port in terms of inbound / outbound rail traffic. It is in this context that the port has set up the OFP Atlantique port railway operator.

Finally the port is strongly involved in energy transition (solar energy and hydrogen) and sustainable development through a dedicated charter since 2010.

Map:



Amendment proposed:

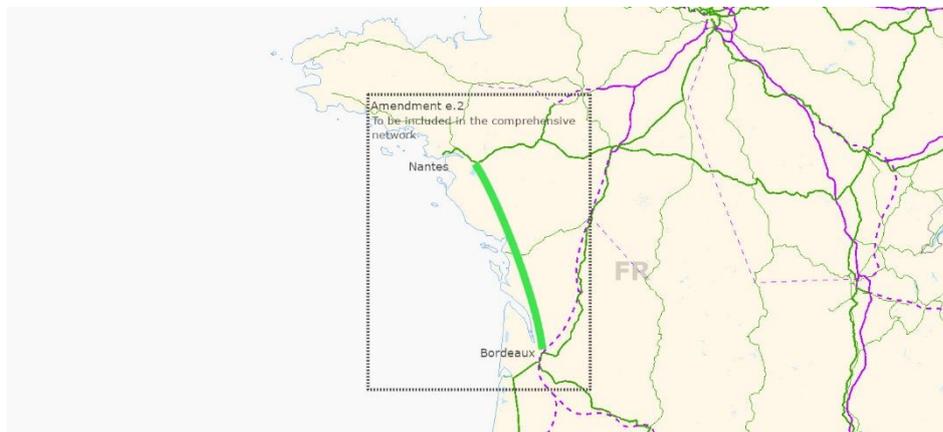
Include the railway section Bordeaux Nantes in the comprehensive network

Short justification to this amendment:

The Bordeaux-Nantes railway connects two of the most dynamic metropolitan areas in France. Also, it connects two ports of the central network, Bordeaux and Nantes, and the comprehensive network port of La Rochelle identified as feeder of the central network. The Nantes-Bordeaux connexion is a missing link in the TEN-T and in the Atlantic Corridor. This line has a large freight potential with three ports, a great potential for passengers living in the coastal zone (more than a million passengers a year). The line also responds to the idea of completing a multimodal axis following the Atlantic Arc.

(Version originale-FR) La ligne ferroviaire Bordeaux-Nantes devrait être intégrée au réseau global RTE-T. Elle connecte deux des métropoles les plus dynamiques de France. De plus, l'axe ferroviaire Nantes-Bordeaux relie deux ports du réseau central, Bordeaux et Nantes, et un port du réseau global, La Rochelle, identifié comme feeder du réseau central. Axe majeur, la ligne Nantes-Bordeaux est un chaînon manquant dans le RTE-T et dans le Corridor Atlantique. Cette ligne possède un grand potentiel de fret avec trois ports, un grand potentiel voyageurs au regard des populations habitant dans la zone littoral (plus d'un million de voyageurs par an) et pourtant elle ne figure ni dans le réseau central ni dans le réseau global. La ligne répond en outre à l'idée d'une armature au niveau de l'arc atlantique.

Map:





Amendment proposed:

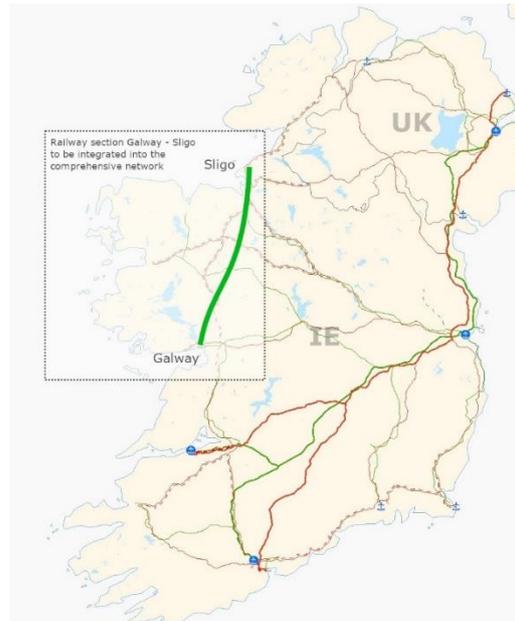
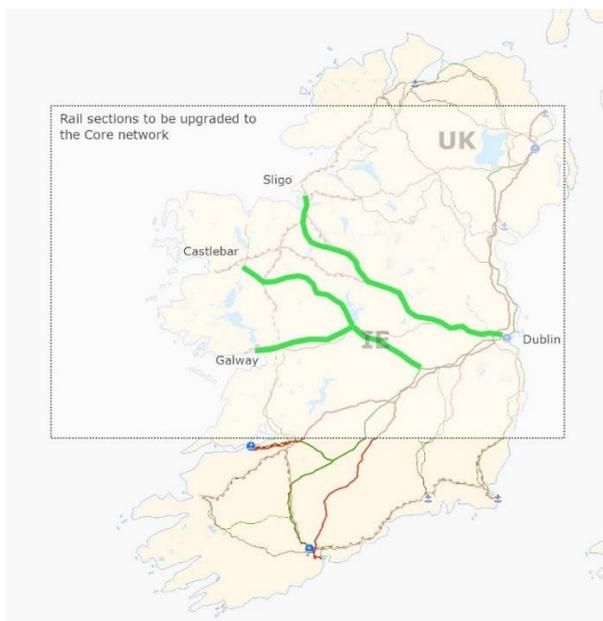
Include rail sections between Dublin – County of Mayo / Dublin – Sligo / Dublin - Galway in the Core network

Include rail sections between Galway-Sligo in the comprehensive network

Short justification to this amendment:

The Northern and Western Region is now a ‘Transition Region’ determining a two speed economy in Ireland. An examination of trends in other key economic indicators of the region reinforces this decision. Irelands National Planning Framework also recognises the weaker urban infrastructure in the north and west. In the context of the regions key growth enablers, investment in rail infrastructure is now essential. Brexit has the potential to compound this.

Maps:





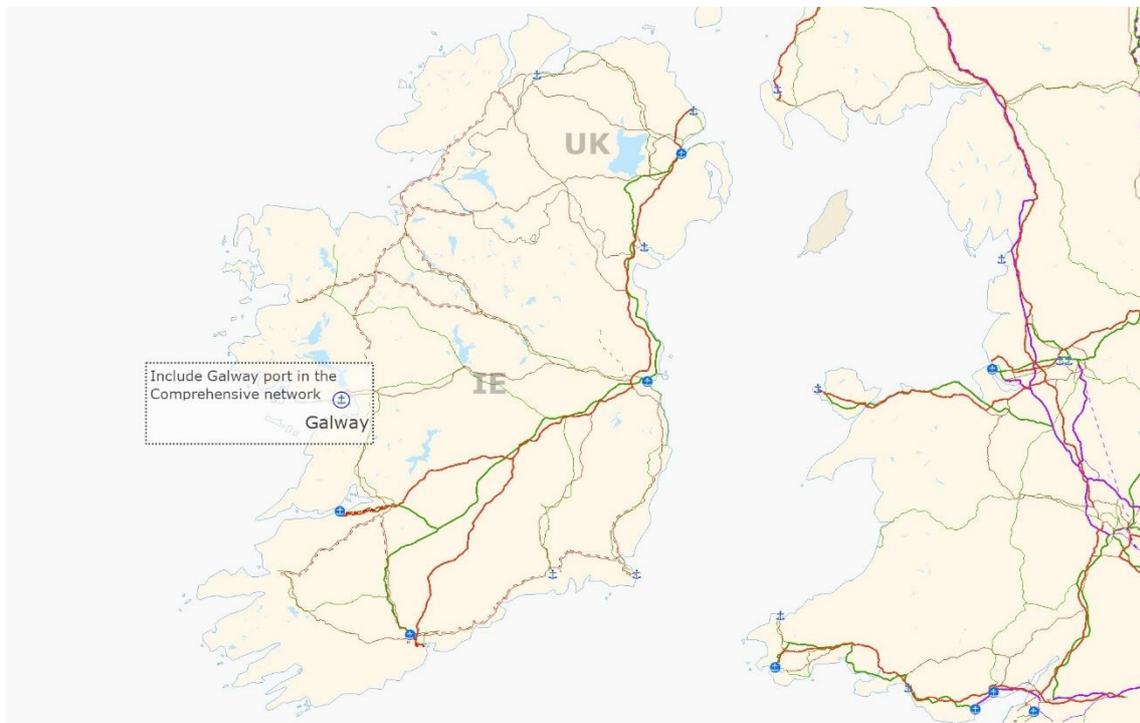
Amendment proposed:

Include Galway port in the comprehensive network

Short justification to this amendment:

TEN-T should not only be about tonnage and passengers. Other elements of port activity such as climate actions (turbine), redeployment of inner city, importance for the region, reduction of peripherality regarding to Brexit, service to offshore islands, should be taken into account.

Map:





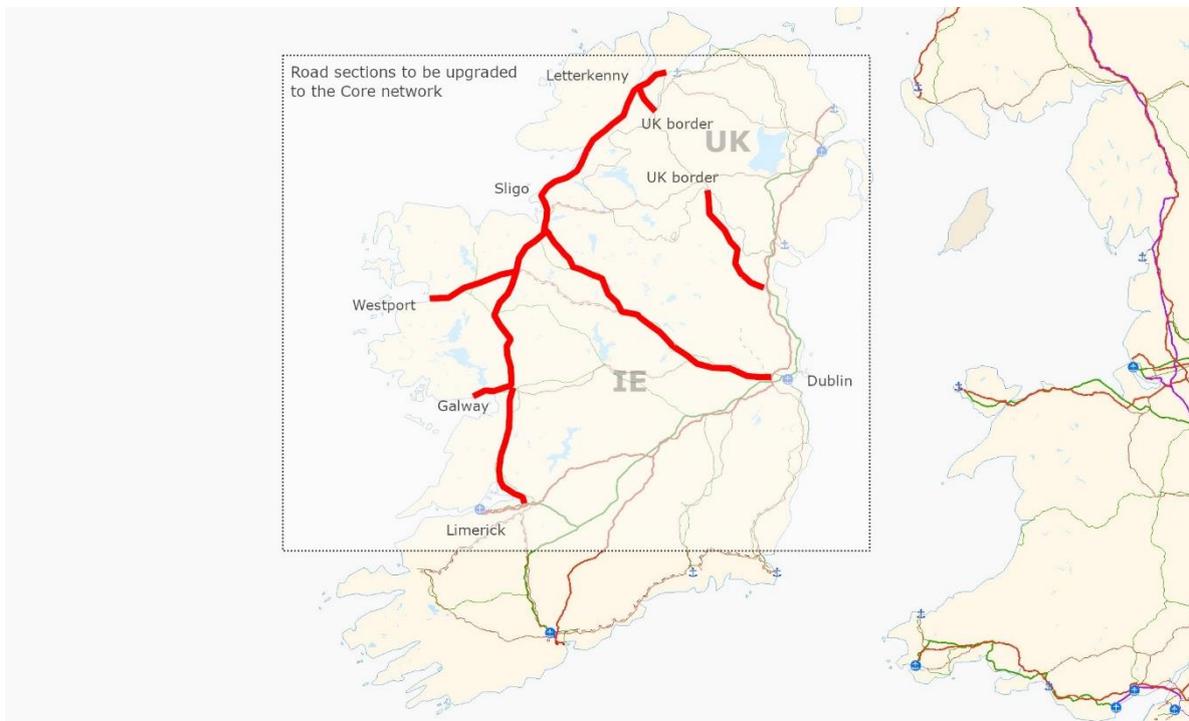
Amendment proposed:

Road sections to be upgraded to the Core network

Short justification to this amendment:

Road sections would include an extension of the current motorway network: M18 to N17 (Limerick to Galway) / N17 to N15 (Galway to Sligo) / N15 to Letterkenny

Maps:





Proposals for amendments to the maps of the TEN-T: Baltic Sea Commission





Amendment proposed:

Upgrade the Port and Airport of Oulu to the Core network and include Oulu as an urban node.

Short justification to this amendment:

The Oulu Region is the largest urban node in the northern areas of European Union. It has 250,000 inhabitants and the number is estimated to grow by about 20% by 2040. In total there are about 96,000 jobs in the area, of which 5% are in the transport and warehousing industry. Oulu region gathers the different modes of transport of TEN-T core network and functions as a logistic gateway to EU's arctic transport system. Growth prospects in the north are the most prominent in the whole European Union. Competitiveness of the businesses of peripheral Northern Europe depends on good transport connections to the major markets.

The different transport modes of the proposed Northern dimension of North Sea – Baltic core network corridor join together at the Oulu urban node. Transport and trip chains starting from or passing through the region are also well connected to Europe's northeast parts and to Asia through Eastern Finland via road and railways. Interconnections between the major routes of different transport modes and logistics hubs have been determinedly developed within the last few years.

Oulu Urban Node is well connected to the TEN-T ports of the Bothnian Arc, which serve the growing export industry sector of the northern parts of Scandinavia. The Port of Oulu is important particularly for transportation linked to the forest-based, sawmilling and chemical industries. It is the largest container port and import port for pulp and chemicals in Northern Finland. Near future targets within Oulu Urban Node is to commence regional railway passenger transport and further develop the multimodal logistics hubs within the region. Oulu airport is the second busiest in Finland with over million passengers (2019). Oulu should be included in the TEN-T core network as an urban node including Oulu Airport as core network airport and Port of Oulu as core network port.

Existing studies:

[Logistical node of the Oulu region 13/05/2019](#)

Map:

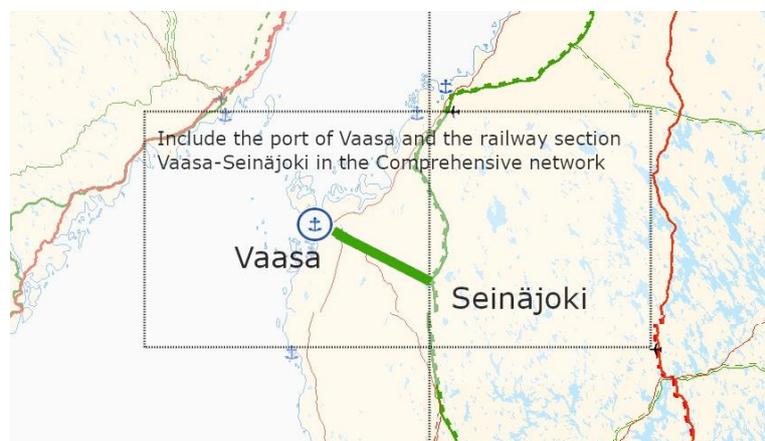


Amendment proposed:

Include the port of Vaasa and the railway connection between Vaasa and Seinäjoki to the Comprehensive network.

Short justification to this amendment:

These additional infrastructures to the comprehensive network would make it possible to connect Vaasa to the Core network corridor.

Map:

Amendment proposed:

Include the high-speed railway section Helsinki-Turku in the Core network

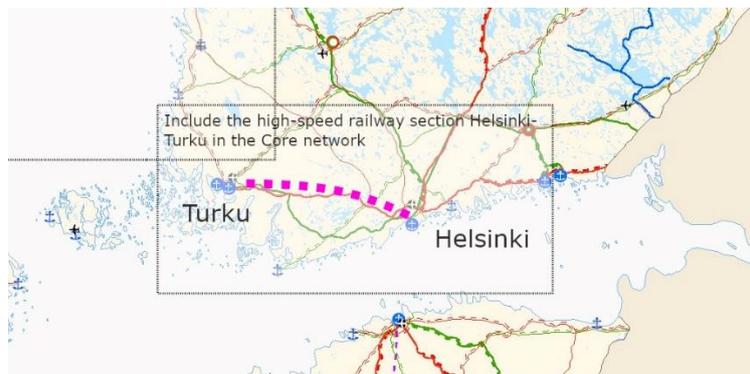
Short justification to this amendment:

Helsinki and Turku are two dynamic urban nodes in Southern Finland. In the current TEN-T maps the rail alignment between these two cities goes via the single-track coastal line which is old and often mentioned as one of the bottlenecks of the ScanMed Corridor. The new fast train connection, the so called One Hour Train, would significantly reduce travel time (> 30 min) between the two cities and increase the number of new potential passengers (1,5 million new long-distance and 1,5-7 million short-distance travels per year) thus expanding considerably the economic and labour market area. The One Hour Train project also supports the development of efficient local public transport and improves the level of service and would therefore reduce the need for private motoring and traffic congestion. Therefore, the TEN-T map should be corrected in the revision process to reflect the new high-speed rail alignment.

Existing studies:

Finnish Transport Infrastructure Agency's [one pager](#) of the One Hour Train (in Finnish)
 Finnish Transport Infrastructure Agency's [website](#) on the One Hour Train (in Finnish) -> incl. environmental impact assessment

Map:

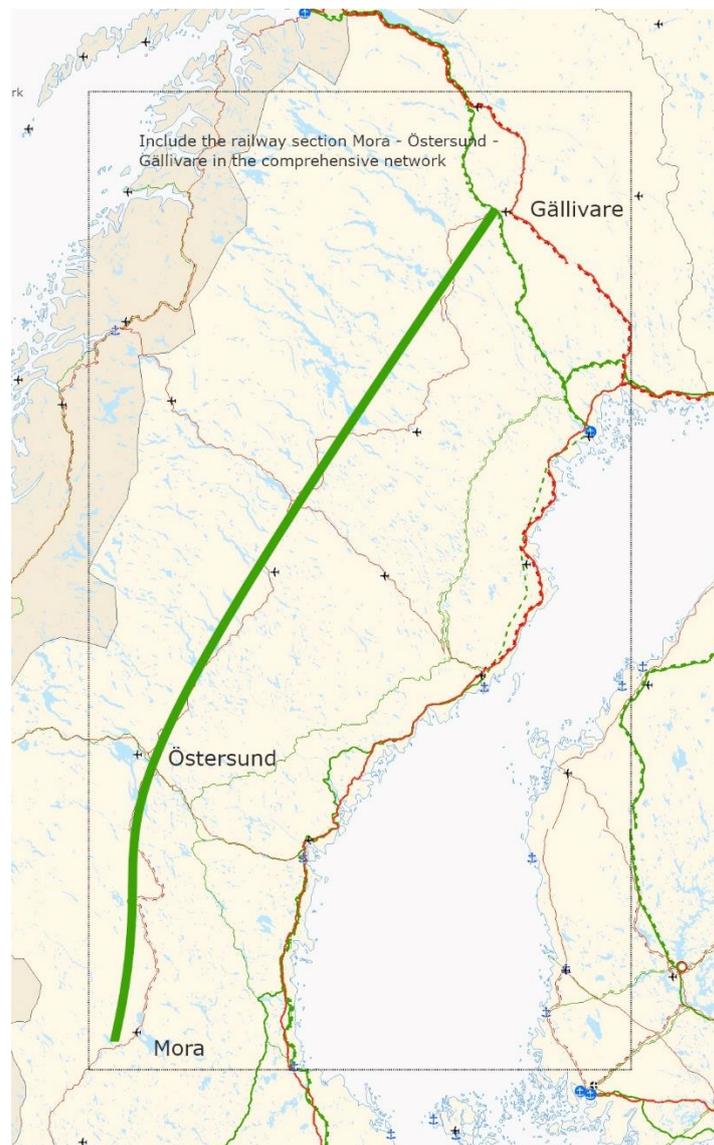


Amendment proposed:

Include the railway section between Mora and Gällivare in the comprehensive network

Short justification to this amendment:

The “Inlandsbanan”, an inland railway stretch between Mora in the south, via Östersund, to Gällivare in the north, needs to be included in the TEN-T. As the Arctic perspective is growing more important in the EU it is increasingly important to ensure the functioning of the transport system in the north of the EU. Inlandsbanan could play an important role when it comes to redundancy and possibly also linked to the ambitions regarding military mobility.

Map:



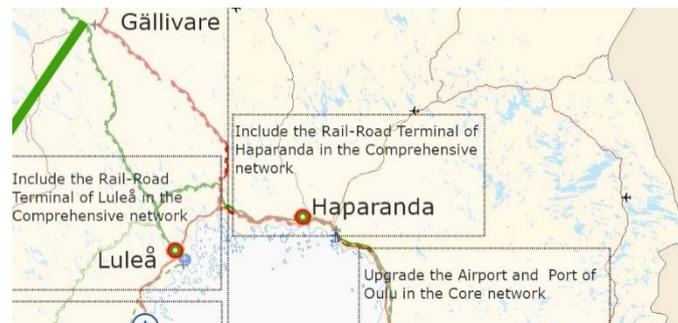
Amendment proposed:

Include the Rail-Road Terminal of Haparanda in the Comprehensive network

Short justification to this amendment:

Haparanda terminal as a Rail-Road Terminal bridge due to the gauge difference is of strategic importance as a east-west transport node, Norway-Sweden-Finland and further east to China. The link is of importance for the increasing seafood industry in Norway and due to the large investments that are taking place in Norrbotten right now, the cross-border transport option will be significant.

Map:





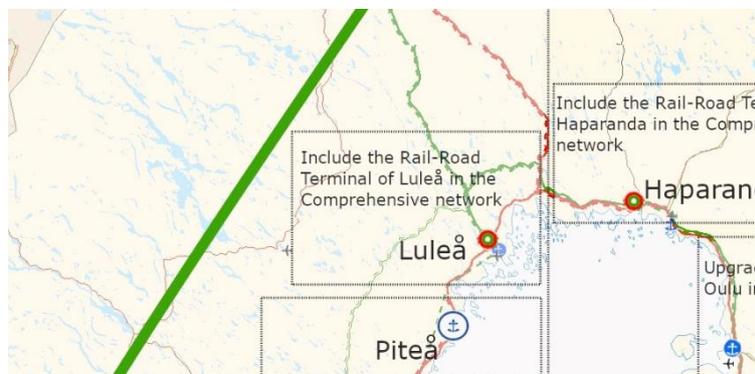
Amendment proposed:

Include the Rail-Road Terminal of Luleå in the Comprehensive network

Short justification to this amendment:

The port of Luleå is facing a huge expansion due to the green steel production and a key node in the transport chain. Within 10 years, the quantities of goods will triple, from 8 million tonnes to 23-24 million tonnes, which also places great demands on land infrastructure. The intermodal connections to the railway are crucial and port of Luleå is a node for the whole region.

Map:



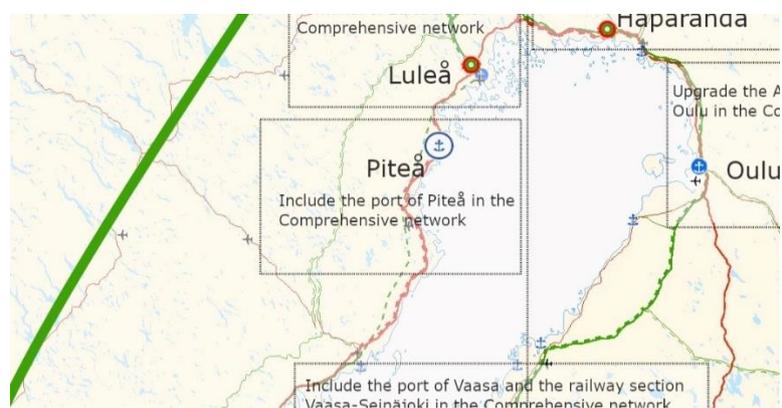
Amendment proposed:

Include the port of Piteå in the Comprehensive network

Short justification to this amendment:

The Port of Piteå has an important role in order to cope with the increased transports, especially in term of container goods. Major investments have already been made for transshipment between rail and shipping. In this way, the ports complement each other.

Map:





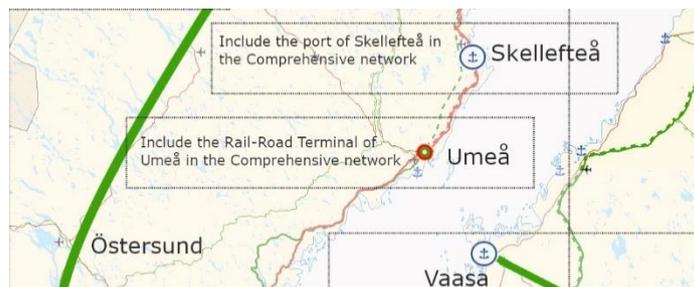
Amendment proposed:

Include the Rail-Road Terminal of Umeå to the Comprehensive network

Short justification to this amendment:

The Rail-Road Terminal of Umeå is a rather new and efficient terminal that the municipality and other partners continually work to improve its possibilities. In the long time there are plans to double the area. The reason of its strategic position is that it today is the northern endpoint of the Bothnian railway, which together with the Main railway in northern Sweden gives it very good connectivity. It is also placed strategically in the east-west system with the new ROPAX-ferry between Umeå and Vaasa.

Map:





Amendment proposed:

Include the Rail-Road Terminal of Storuman in the Comprehensive network

Short justification to this amendment:

The terminal of Storuman, with its connection to roads E12 and E45 and the Inlandsbanan, is important in the first- and last-mile context and is also of importance to connect the inland to the coastal area.

Map:





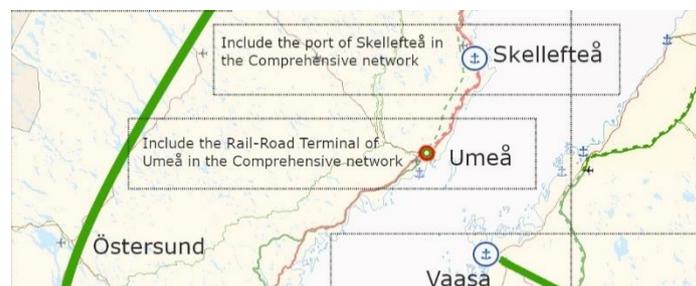
Amendment proposed:

Include the port of Skellefteå in the Comprehensive network

Short justification to this amendment:

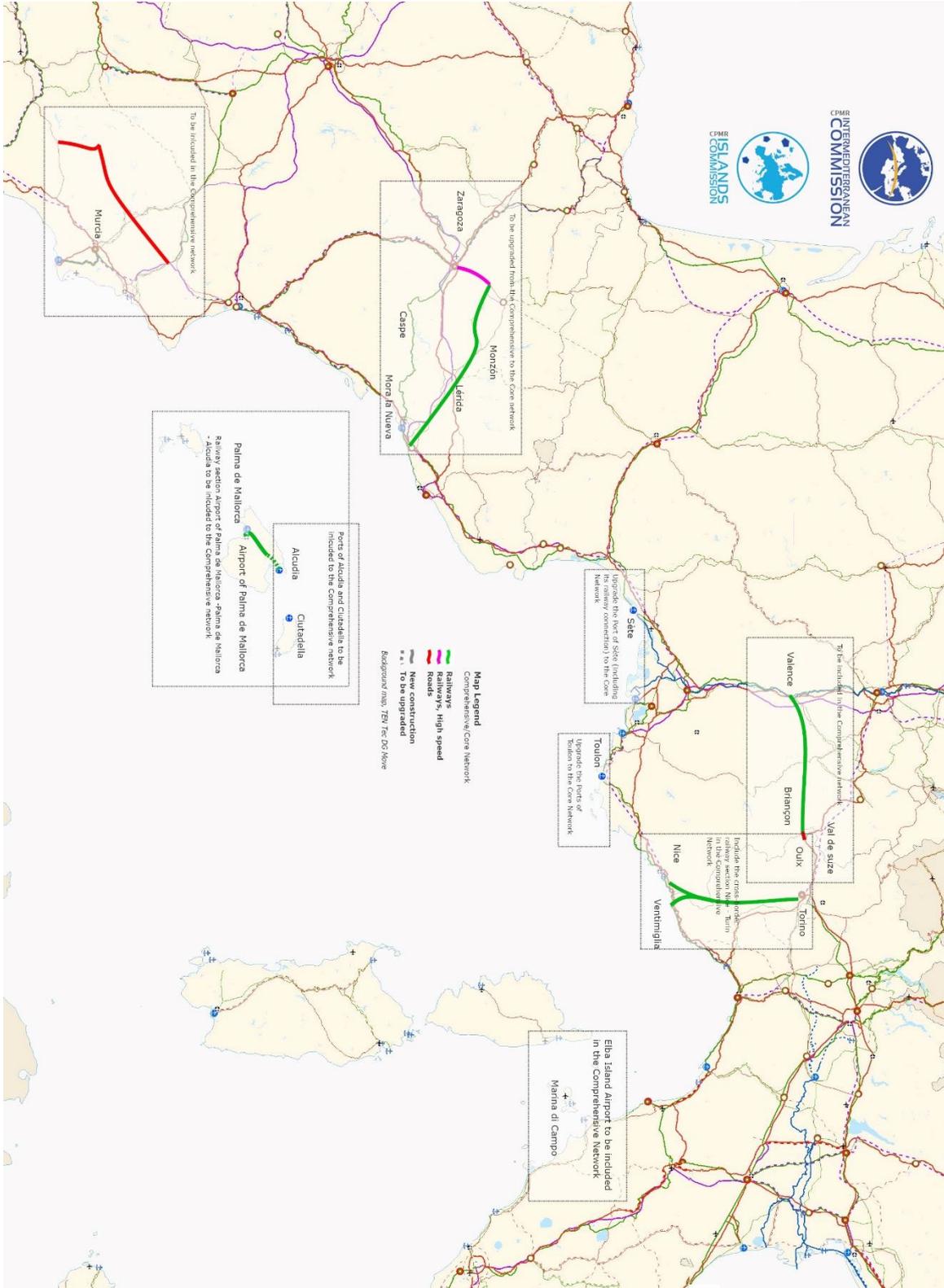
The port of Skellefteå is in a phase of expansion. A new dock is under construction and the port will increase its volumes when the NorthVolt battery production will increase. The NorthVolt production will start in 2021.

Map:



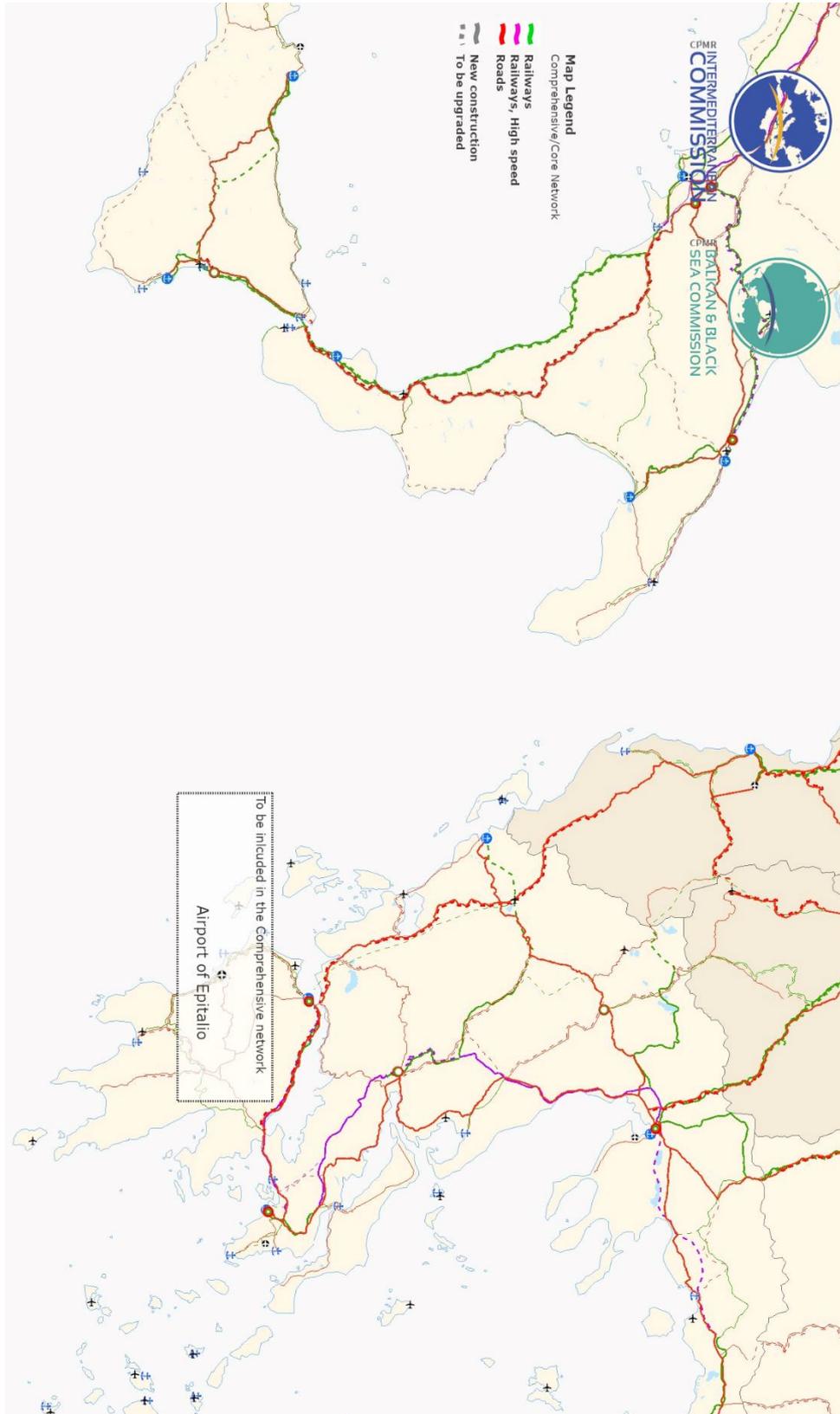


Proposals for amendments to the maps of the TEN-T: Intermediterranean Commission Islands Commission





Proposals for amendments to the maps of the TEN-T: Balkan and Black Sea Commission Intermediterranean Commission





Amendment proposed:

Include the railway Zaragoza-Lerida-Tarragona in the core network

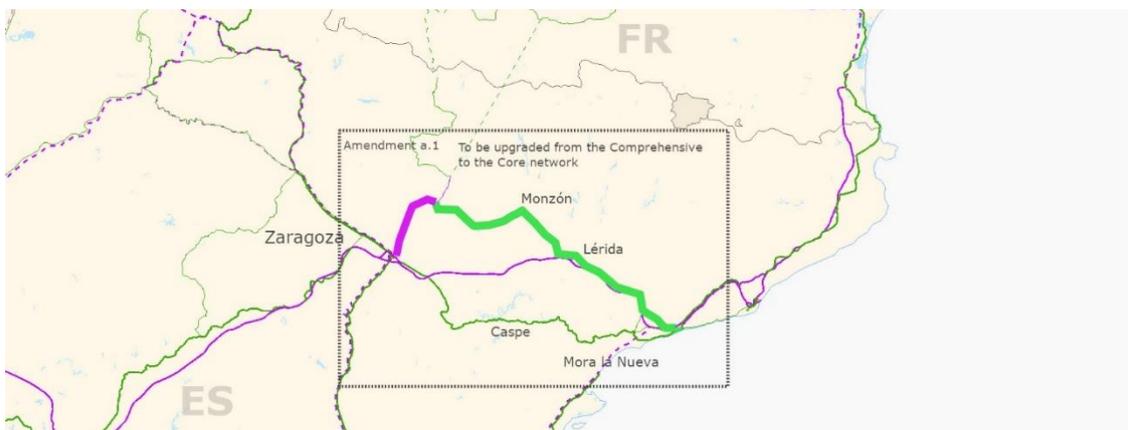
Short justification to this amendment:

Currently the connection between Zaragoza and Tarragona can be made in two different ways: by Monzón and Lérida or by Caspe and Mora la Nueva. In both cases, the available infrastructure consists of a single electrified track.

The trans-European transport network includes the railway line by Lerida in the comprehensive network and the railway line by Caspe in the core network. Taking into account the current exploitation plan (each line for a direction of circulation), the two options should be included in the core network, being part of the Mediterranean corridor. The rail freight corridor number 6 includes both lines.

Adif (the national railway stakeholder) is using both lines and they are part of the Mediterranean rail freight corridor (RFC 6).

Map:





Amendment proposed:

Include the regional road connecting Andalucía to Valencia in the comprehensive network

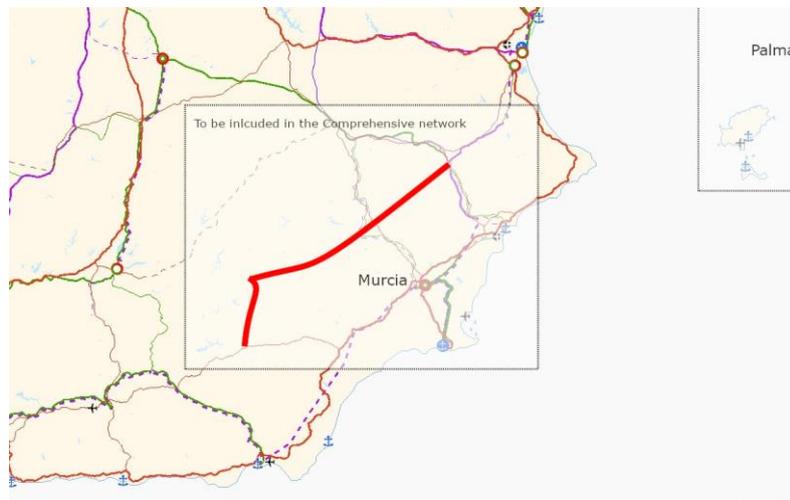
Short justification to this amendment:

In the Mediterranean Corridor (A-7 Highway between Andalucía and Valencia), specifically in Murcia City Area we have a real bottleneck (with ADT of 150.000 vehicles).
In order to avoid loss of time and fuel costs caused in this area, this possible alternative is proposed.

Existing studies:

1. Estudio de tráfico en la a-7 a su paso por la región de Murcia y propuesta de un corredor mediterráneo por el interior.
2. [https://www.carm.es/web/pagina?IDCONTENIDO=37327&IDTIPO=100&RASTRO=c399\\$m](https://www.carm.es/web/pagina?IDCONTENIDO=37327&IDTIPO=100&RASTRO=c399$m)

Map:





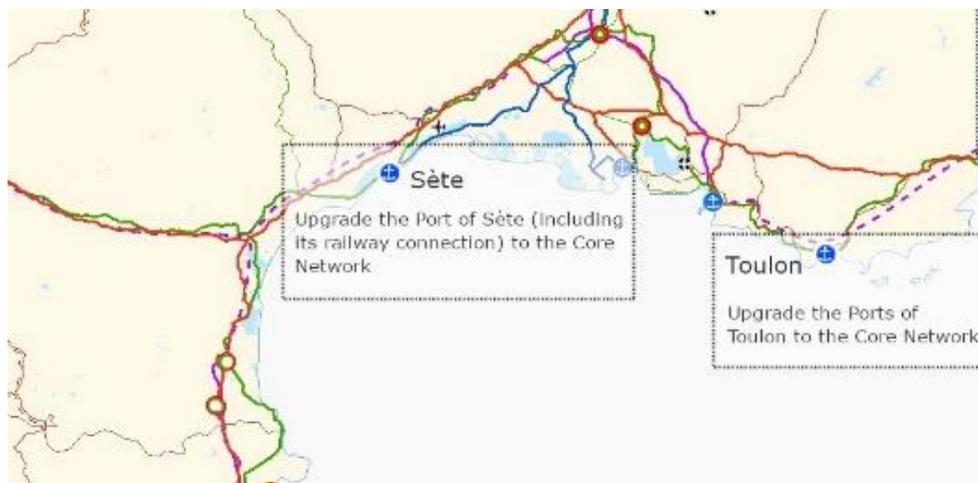
Amendment proposed:

Upgrade the Port of Sète (including its railway connection) to the Core Network

Short justification to this amendment:

The Port of Sète is the most important port located along the Mediterranean corridor in the Occitanie region. The Port is of strategic importance in the development of the maritime transport considering the region corresponding to the NUTS1 level has currently no ports in the Core network.

Map:





Amendment proposed:

Include the Ports of Toulon (currently on Comprehensive Network) to the Core Network.

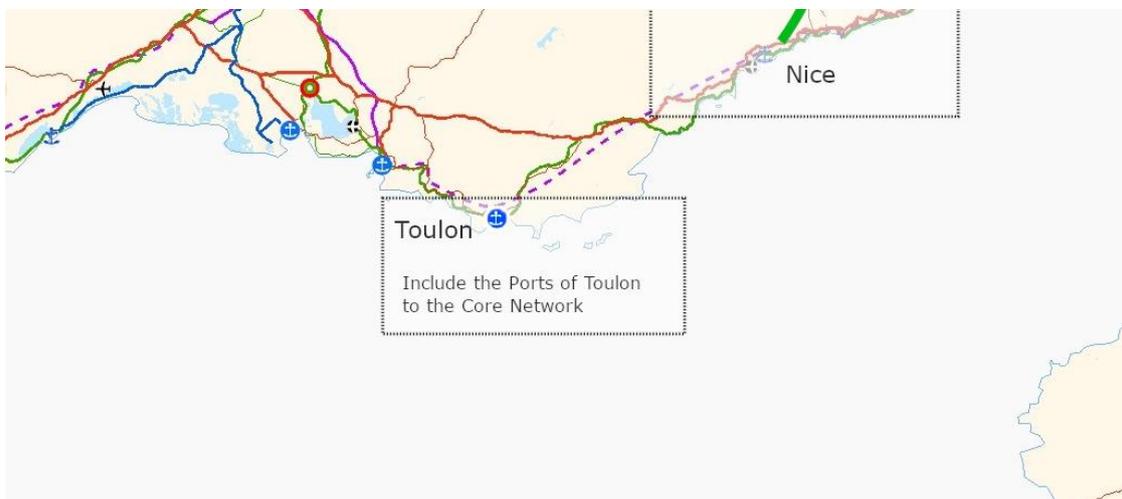
Short justification to this amendment:

The Ports of Toulon will be located on the Corridor after the adoption of the revised CEF Regulation. The ports of Toulon have important activities: freight activity, increasing cruise activity and regular shipping lines (1.5 million of passengers in 2018 for Corsica, Sardinia, Balearic Islands and Sicily). It is also a major transport hub with growth potential and will be decisive for the implementation of the military mobility component of the CEF/TEN-T in the future, in particular thanks to its port and military arsenal (the first and largest defence port in Europe).

Existing studies:

- Study for a prospective vision for a system of air and maritime links between islands (Corsica, Sardinia, Elba Island) and the Mediterranean and between France-Italy continent – study conducted within the framework of the Marittimo European program: GEECCTT.

Map:



Amendment proposed:

Include the cross-border railway section Turin – Nice - Ventimiglia in the Comprehensive Network

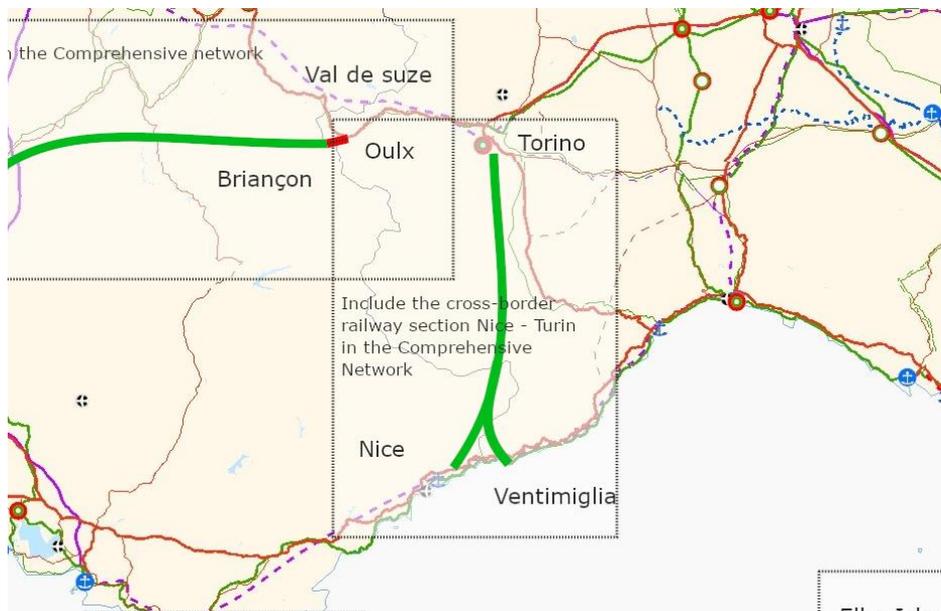
Short justification to this amendment:

There is a very severe lack of connectivity for passenger transport between France and Italy in the Alpine Region. The addition of the Nice-Turin railway line on the Comprehensive Network would contribute to increase accessibility in sparsely populated areas (but located between two important cities such as Nice and Turin) and reinforce a strategic cross-border connection complementary to the existing/projected cross-border links.

Existing studies:

- SNCF railway studies for Nice-Breil line and Cunéo-Breil-Tende-Vintimille line
- Nice-Turin axis: studies carried out within the framework of the Alcotra European program (L r i c i a, Calipso, Tria)
- Data from the transalpine observatory about freight transport through the Alps

Map:





Amendment proposed:

Include the multimodal axis between Valence, Veynes railway star and Val de Suze: railway line from Valence to Briançon and main road from Briançon to Oulx station in the comprehensive network.

Short justification to this amendment:

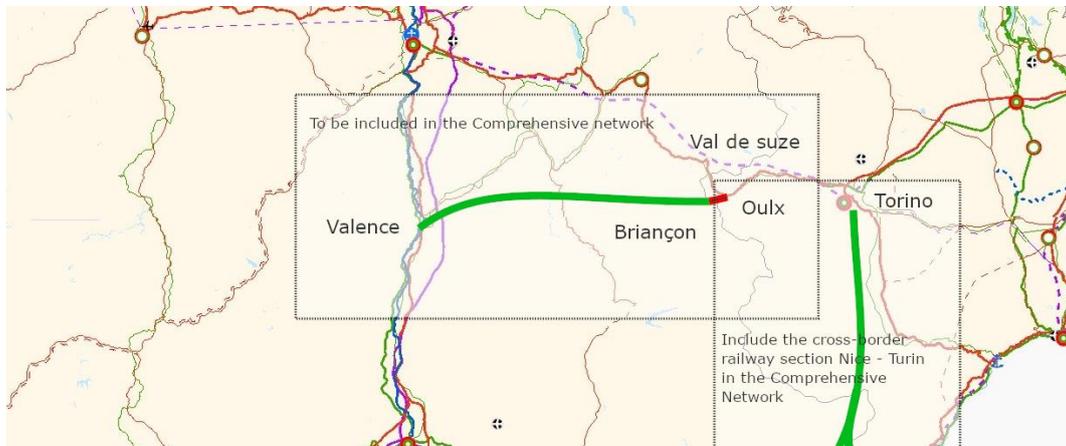
The maintenance of this multimodal axis is a strong challenge for the inhabitants of the Southern Alps. It is the only fast rail connection to join Paris and the North of Europe. It is also an issue of accessibility for the tourists in both winter and summer seasons. Finally, it is an essential axis for cross-border connections between the Southern Alps and Piemonte Region thanks to the Montgenèvre Pass (whose winter viability is guaranteed).

Existing studies:

Studies:

- SNCF railway studies on the Veynes railway star
- Study on the Montgenèvre railway pier (study that showed the low relevance of a railway breakthrough under Montgenèvre but showed the transport issues between the Val de Suze and the Southern Alps)

Map:



Amendment proposed:

Elba Island Airport to be included in the Comprehensive Network

Short justification to this amendment:

The Marina di Campo Airporto (the only Airport on Elba Island) was included in the TEN-T network with Decision EC n. 1692/96/CE of June the 23rd 1996, and had been confirmed in the January 2007 update.

The “planning methodology for the trans-European transport network” (COM(2013) 940 final), at point. (6) on the selection of airports which are open to commercial traffic, includes the airports located on islands. This criterion looks fulfilled.

Besides, TEN-T regulation definition of Comprehensive network airports, includes (Article 24, par. 2, lett. A) the airports situated outside a radius of 100 km from the nearest airport in the comprehensive network. The nearest Comprehensive network airport is the Galileo Galilei Pisa Airport, situated beyond the 100 km radius.

Map:



Amendment proposed:

Urban Node of Firenze to be included in the Core network

Short justification to this amendment:

Include in the core network the 2 FUAs including the cities of Firenze and Prato Eurostat Atlas Codes, respectively IT007L3 and IT501L2) as a single core network node. The mentioned FUAs are bordering, and strongly interconnected both from a functional and infrastructural perspective. Besides, the Firenze and Prato FUAs build a unique intense urban area with an over 1 million inhabitants (see: ISTAT, TEN-Tec april 2021).



Amendment proposed:

Include the operation of Epitalio airport (prefecture of Ilia, Region of Western Greece) as a Light Aircraft landing Airport in the comprehensive network.

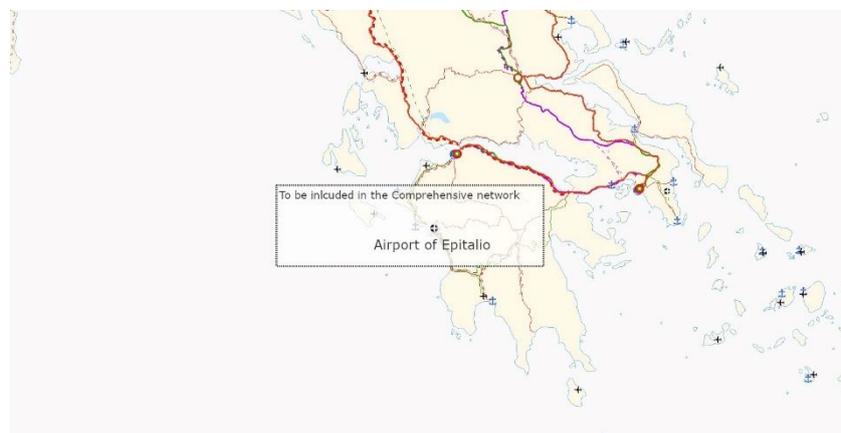
Short justification to this amendment:

Epitalio airport presents a great interest thanks to its geographic location and connections with historical, cultural and natural centers. It would be benefits to the sustainable economic, touristic and social prosperity at local and regional level.

Regarding airport infrastructure, the closest airports are those of **Araxos** (military/civilian airport, 75km away) and **Andravida** (military airport, 50 km away). The aim of Epitalio airport is to be a **training center** (in order to respond the needs for new pilots) as well as a **center for light aircrafts and small private planes** (e.g. planes from 2, 4 and 6 seats) promoting simultaneously air tourism and air sport.

Today, the airport is not operational, although some works are being done mainly to maintain the perimeter fence and the runway. Region of Western Greece, Public document, Digital No (ΑΔΑ): Ω1ΗΧ7Λ6-930 <https://diavgeia.gov.gr/doc/%CE%A91%CE%97%CE%A77%CE%9B6-930?inline=true>

Map:



Amendment proposed:

Include the railways: Palma de Mallorca - Sa Pobla – Alcudia and the connexion between Palma de Mallorca and the Airport of Palma de Mallorca in the comprehensive network.

Short justification to this amendment:

Extension of the current existing railway Enllac – Sa Pobla to the port of Alcudia in order to finalise the strategic corridor of the island. This missing section between Sa Pobla and Alcudia would allow to connect the city and ports of Palma de Mallorca and Alcudia that is the main northern tourism centre of the island.

This service would reduce the road traffic congestion during the tourist peak season and increase the accessibility of the northern municipalities by the intermodal node of Inca also included in the Mobility Master Plan of Balearic Islands. Furthermore, it would complete the multimodal interconnexion of the archipelago between Maó (Minorca) and Ibiza (Ibiza) through Palma de Mallorca (Mallorca).

Include the tramway connection between the city centre of Palma de Mallorca and the Core network Airport of Palma de Mallorca.

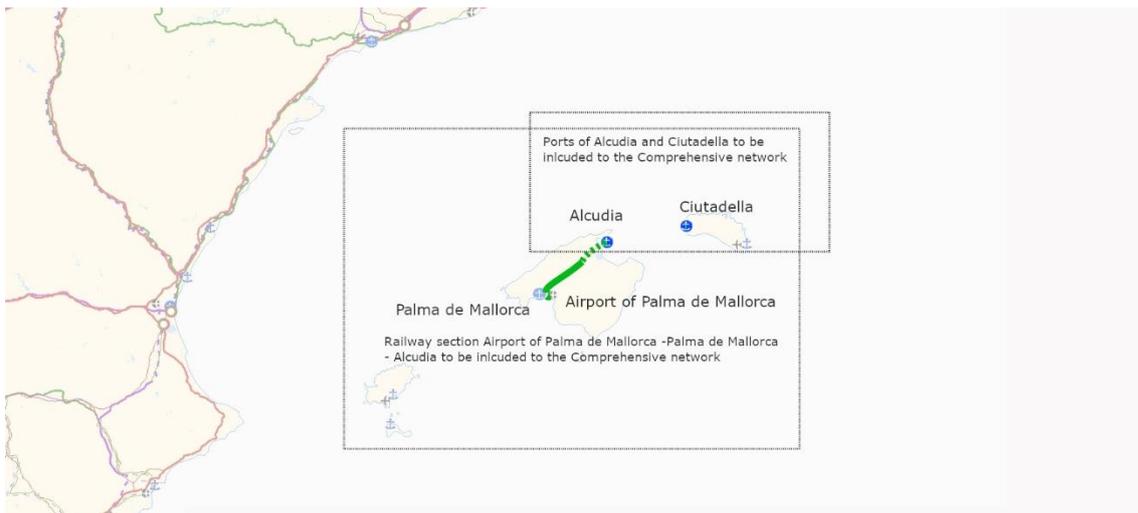
Existing studies:

-Plan Director de Movilidad de las Illes Balears 2019-2026, “Corredor Sa Pobla – Alcúdia” y “Tramvia de la Badia de Palma”.

(Mobility Master Plan of Balearic Islands 2019-2026, “Corridor Sa Pobla – Alcúdia” and “Tramway of the bay of Palma”)

<https://www.caib.es/sites/participacio/f/260443>

Map:





Amendments proposed by Geographical Commissions:

Intermediterranean Commission
Islands Commission

Amendment proposed:

Include the port of ALCUDIA (MALLORCA ISLAND OUTPORT) to the Comprehensive network

Short justification to this amendment:

We base our request in the yearly average passenger & cargo traffic managed in the years 2015/16/17/18 & 19 disregarding the 2020 shown data (in red written) due to the Covid-19 negative impact.

Passengers handled years 2015/16/17/18/19 & 20= 266.967 / 327.408 / 402.286 / 536.501 / 510.003 / 278.726 pax

Cargo handled years 2015/16/17/18/19 & 20 = 1.522.648 / 1.814.893 / 2.132.160 / 2.236.749 / 1.657.577 / 1.164.699 tons

Passengers yearly average 2015,16, 17, 18 & 19 = 408.633 pax Cargo yearly average 2015,16, 17, 18 & 19 = 1.872.805 tons

Main connection port between Mallorca & Menorca Islands. Connected by sea to Spain Mainland. Together with Palma de Mallorca (Balearic Islands hub port), is currently the only commercial port of the island with a certain cargo volume to be considered (1.657.577 tons handled in 2019).

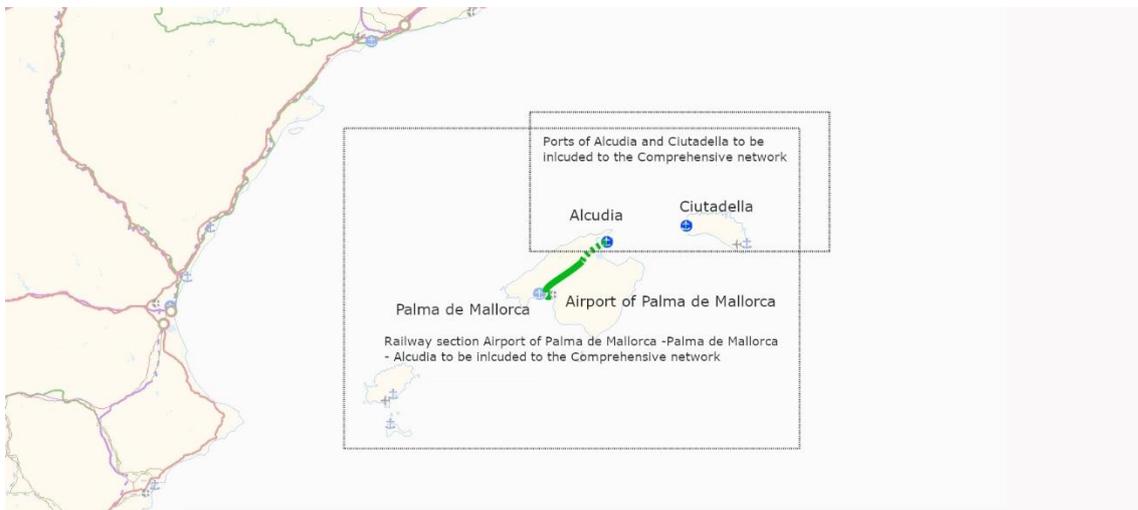
Actual passenger traffic trend (2018/2019): - 4,9 %

Actual cargo traffic trend (2018/2019): -25,8 %

Existing studies:

<http://www.portsdebalears.com/ca/estadisticas>

Map:





Amendments proposed by Geographical Commissions:

Intermediterranean Commission
Islands Commission

Amendment proposed:

Include the port of CIUTADELLA (MENORCA ISLAND) to the Comprehensive network

Short justification to this amendment:

We base our request in the yearly average passenger traffic managed in the years 2015/16/17/18 & 19 disregarding the 2020 shown data (in red written) due to the Covid-19 negative impact.

Passengers handled in years 2015/16/17/18/19/20 = 324.960 / 367.778 / 447.203 / 466.520/476.287/292.335 pax

Cargo handled year in years 2015/16/17/18/19/20 = 392.629 / 520.788 / 607.664 / 662.877/609.674/511.419 tons

Passengers yearly average 2015,16,17,18 & 19 = 416.549 pax

Cargo yearly average 2015,16, 17, 18 & 19 = 558.726,40 tons

Main connection port between Mallorca & Menorca Islands. Connected by sea to Spain mainland. Together with Mahon (historically Menorca's main port) is actually the only commercial port of the island with a certain cargo volume to be considered (609.674 tons handled in 2019).

Both passenger and cargo traffic trends have been boosting up in last five years except a punctual little drop in the cargo traffic for 2019.

Actual passenger traffic trend (2018/2019 increase): 2,09 %

Actual cargo traffic trend (2018/2019): -8,02 %

Existing studies:

Above given data have been extracted from statistics given by "Ports IB" and "IBESTAT", both Balearic Islands regional entities.

Cargo data: <https://www.portsib.es/es/paginas/inicio/transparencia/informacion-corp>,

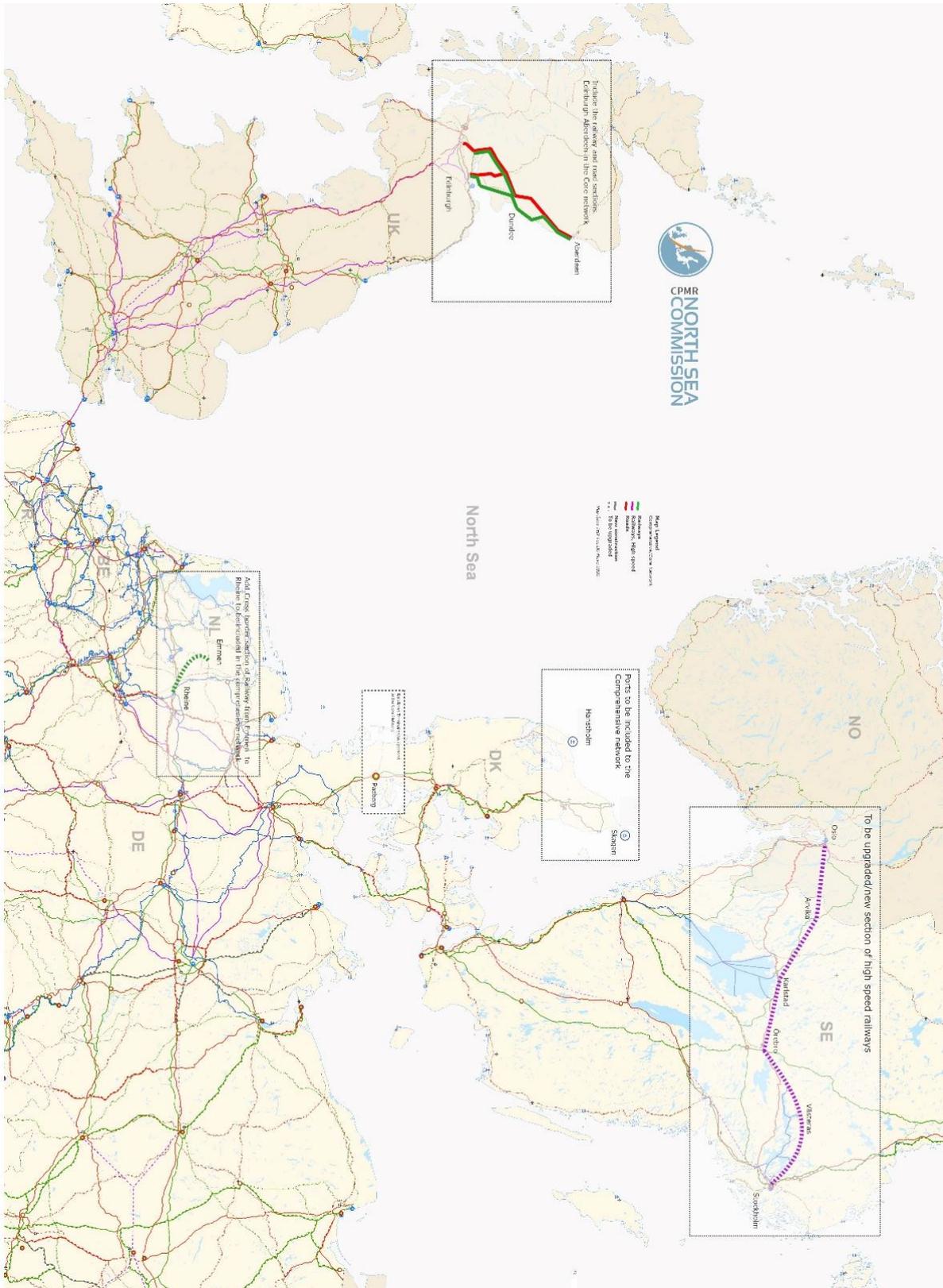
Passenger data: https://ibestat.caib.es/ibestat/estadistiques/00ce6b3e-018a-4564-b3a4-cfe49acf9f14/45eb61b3-5c7d-45fb-a8d1-5680571d8e65/es/U209003_0001.px,

Map:





Proposals for amendments to the maps of the TEN-T: North Sea Commission





Amendment proposed:

Upgrade RailRoadTerminal in Padborg - to be upgraded to the Core network

Short justification to this amendment:

The RailRoadTerminal in Padborg (just north of the Danish-German border) is already on the Comprehensive Network, it is active and is one of the most important RRTs in Denmark. The RailRoadTerminal in Padborg has been upgraded several times over the past decades (2012 and in 2015), and after the last upgrade the RailRoadTerminal in Padborg now has an annual capacity of 170.000 TEU. From 2009 to 2017 the number of containers handled at the RailRoadTerminal in Padborg went from 12.000 to 70.000 TEU per year. Over the same number of years the RailRoadTerminal in Padborg has grown to handle approx. the same amount of cargo as the Core network Railroad Terminal in Taulov, and approaching the one in Høje Taastrup in amount handled. This proposal is a good example of where the TEN-T must keep pace with developments.

Map:





Amendment proposed:

Ports of Hanstholm and Skagen to be included in the comprehensive network

Short justification to this amendment:

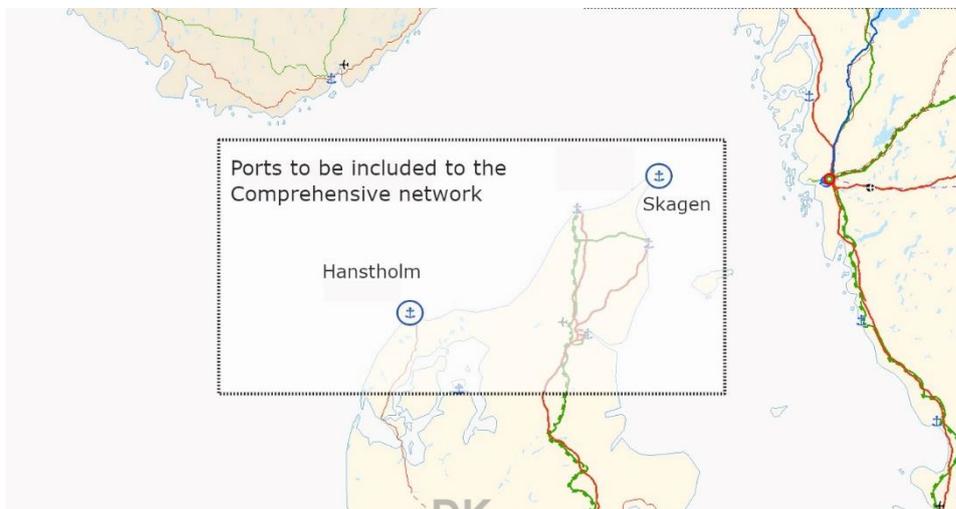
While the TEN-T has had a focus on the strategic territorial importance of ports, we would highlight the importance also of ports that are mainly fishing ports, and their need for accessibility via hinterland roads and railways. These aspects are not currently recognised under the current criteria for eligibility under TEN-T. The following cases in North Denmark illustrate this point:

Danish ports of Hanstholm and Skagen to be included in the comprehensive network. These are cases where ports have a need for quick reliable efficient connection to the transport network in order to efficiently manage the European maritime resource - in this case fishing - and like for several others these two examples are some of Europe's largest and most important fishing ports that do not achieve the eligibility criteria based on tonnes and therefore need some special attention.

The Port of Hanstholm is Denmark's leading port for edible fish and home to Denmark's largest fish auction which in 2018 handled fish at a value of 133 MEUR. Hanstholm is one of the most important locations on 'the blue motorway' to Europe, and the shipping route via Hanstholm is the shortest between the European markets and the ports of Norway, Iceland and the Faroe Islands. The road link to the German border is very important to ensure an uninterrupted cooling chain from the sea to the dining table.

The Port of Skagen is the biggest fishing port in Denmark and accounts for 25 per cent of the total landing value across all Danish ports. The Port has approx. 6.000 landings from fishing vessels with a total of 393.069 ton at a value of 123 MEUR. Skagen is located at one of the world's busiest straits and an optimum location in relation to the fishing grounds in the North Sea, Skagerrak and Kattegat. Other ports in the North Sea area and elsewhere in Europe may also rank as important in the context of the largest fish landing ports and yet still not reach the current threshold for a comprehensive port measured in tonnes. Other examples in the North Sea region include Peterhead and Fraserburgh (UK).

Map:



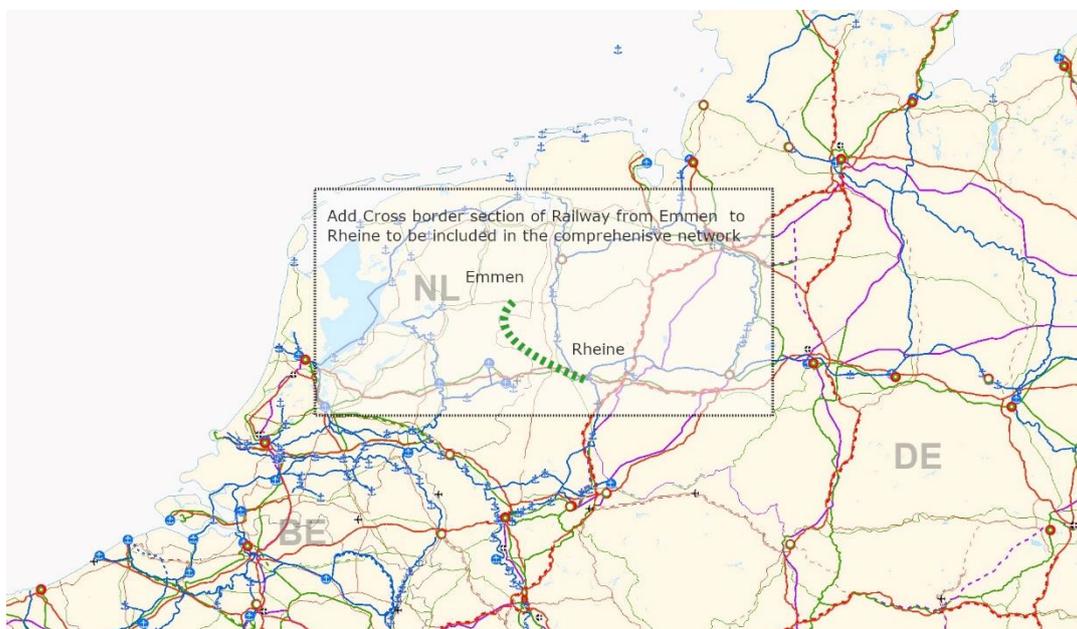
Amendment proposed:

Add Cross border section of Railway from Emmen (NL) to Rheine (DE) to be included in the comprehensive network

Short justification to this amendment:

The cross-border railway connection between Emmen and Rheine connects rural areas to European rail connections and high-speed lines. The rail connection is a sustainable and fast alternative to passenger cars and the existing bus connection. In addition to a socio-economic and social strengthening of the border region, the rail connection also provides new possibilities for the transport of goods across national borders, through the direct connection at Bad Bentheim to the North Sea - Baltic Corridor. This connection contributes to a better hinterland connection for the ports of Rotterdam and Amsterdam to Germany and Scandinavia and helps to tackle negative economic, environmental and health consequences of congestion in heavily populated areas in the Netherlands and Germany. In addition, the Emmen-Rheine connection stimulates railway travel as a sustainable alternative to air travel for both goods and passengers. Both freight and passenger transport in this cross-border region have increased over the past years. This connection will also contribute to the resilience of the TEN-T network. For these reasons we believe this connection should be part of the TEN-T Comprehensive network.

Map:





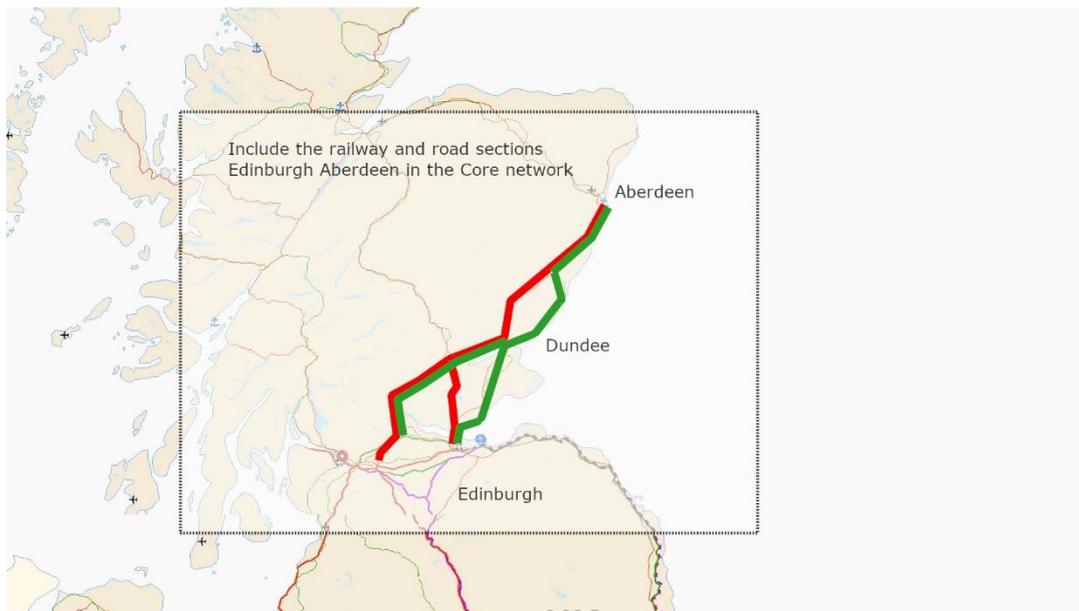
Amendment proposed:

Include the railway and road sections Edinburgh Aberdeen in the Core network

Short justification to this amendment:

Upgrade road and rail infrastructure to Aberdeen along the current comprehensive network routes is an extension of the North Sea-Mediterranean corridor alignment to extend the core network from the most northerly existing points on this corridor to just under 200km north of Edinburgh. The combined corridor would connect Local Authority areas with a total population of 1.42 million to the core network and end at the new port infrastructure being constructed in the energy industry hub of Aberdeen. The alignment extension would also thus connect to the Motorway of the Sea - Northern Maritime Corridor for the Norwegian and Russian Barents regions and Northern Scottish islands which was proposed by the Northern Maritime Corridor project to make landfall in Aberdeen for Scottish connections.

Map:



Amendment proposed:

Add High speed railways to be upgraded or new sections SE/NO on a route Stockholm – Oslo

- In Sweden High speed rail route on upgraded/ new sections linking Stockholm to Oslo via direct route Västerås-Örebro-Karlstad
- SE/NO existing & new high speed rail line in Norway to connect the Stockholm/Oslo proposed route from the SE/NO border with existing lines into Oslo

Short justification to this amendment:

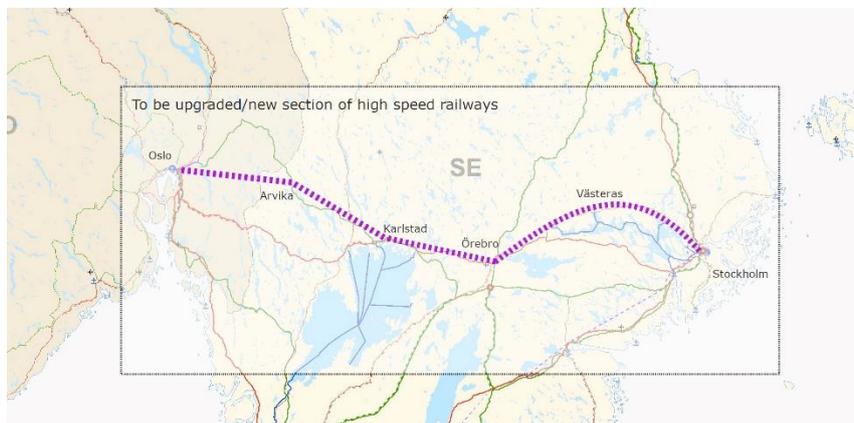
The justification is the importance of including the northern leg of the Nordic Triangle between Stockholm and Oslo connecting the two urban nodes. Efficient use of existing infrastructure is one of the cornerstones of the TEN-T objectives. By shifting flows between Oslo and Stockholm from air to rail transport, the upgrading will significantly reduce travel times and have a positive climate impact and improve study and labour markets along the route.

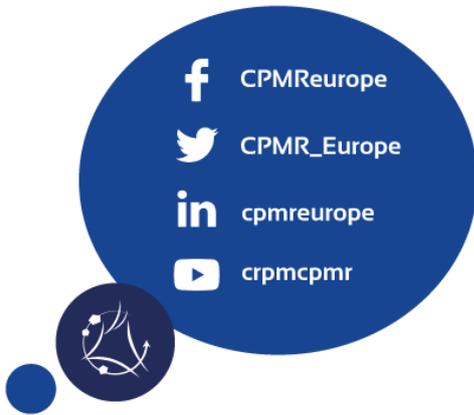
High speed rail route on upgraded/ new sections linking Stockholm to Oslo via direct route Västerås-Örebro-Karlstad. This project connects lengths of existing core railway with some sections of new build and the combined infrastructure then just exceeds the threshold for high-speed rail in a most cost-efficient way. The aim is to get the cross-border element coordinated by a corridor coordinator (eg: as part of the Scan-med) but first, in order to do so, we propose to have all of the individual elements of the project to be included as part of the TEN-T. For this project it is the co-ordination of the railway networks that is the most important rather than the funding.

Specific rail route sections are:

- Stockholm to Örebro via Västerås – current rail line to be added to the TEN-T and upgraded
- Örebro-Karlstad – new section of route to be constructed between Örebro-Kristinehamn and included in TEN-T – Kristinehamn to Karlstad existing Core rail network to be upgraded.
- Karlstad to Norwegian border via Arvika - Karlstad to Arvika existing Core rail network to be upgraded. Thereafter new section of route to be constructed to the Norwegian border and included in TEN-T
- In Norway a new section of line to be constructed and included in the TEN-T to connect the above section and link to the existing lines running into Oslo.

Map:





f CPMReurope

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The Conference of Peripheral Maritime Regions (CPMR) represents more than 150 regional authorities from 24 countries across Europe and beyond. Organised in Geographical Commissions, the CPMR works to ensure that a balanced territorial development is at the heart of the European Union and its policies.

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