The New TEN-T Regulation

Building a Sustainable and Resilient Transport Network Across Europe

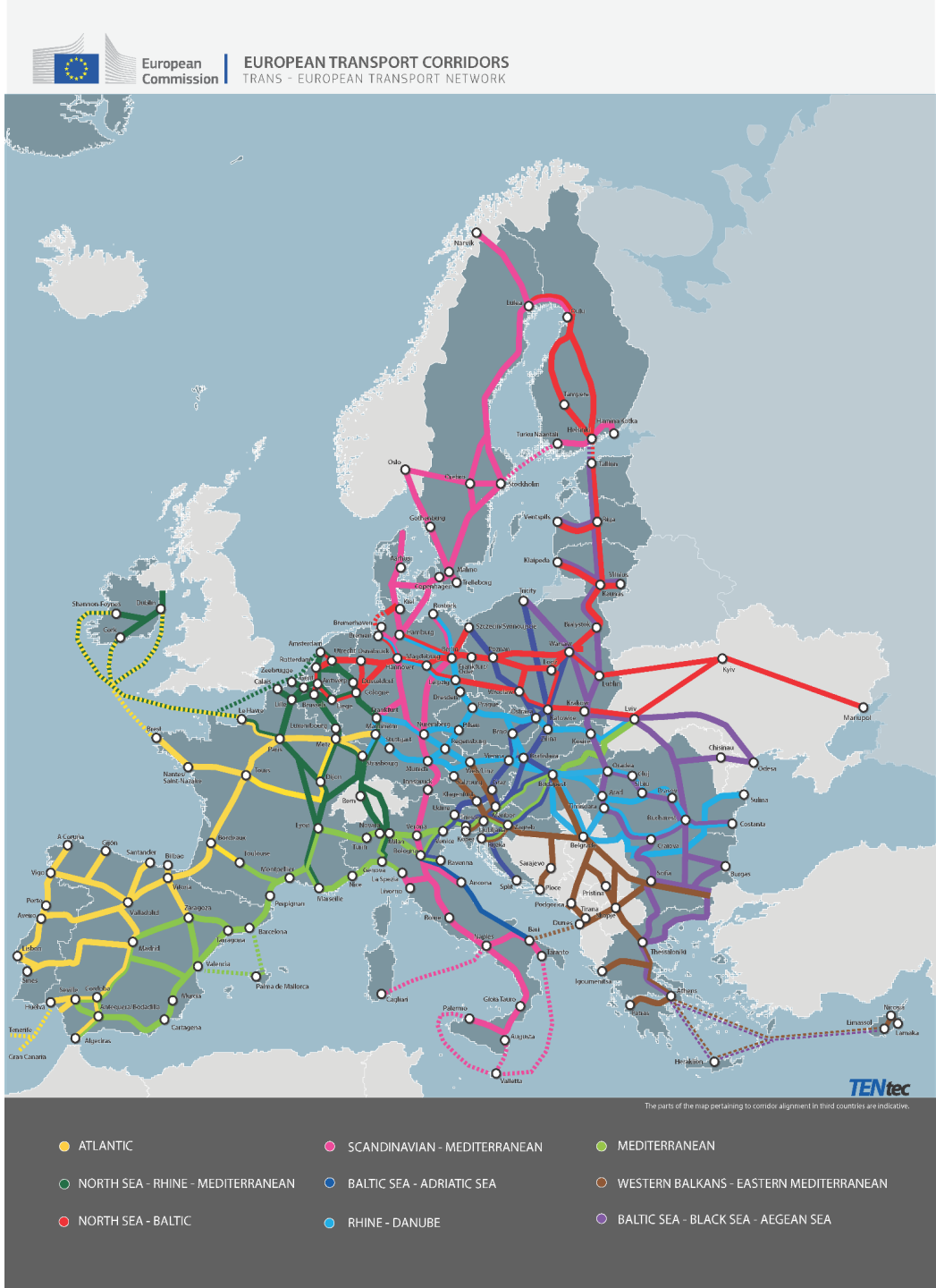
European Maritime Space

Sea Tech Week, 16 October 2024

DG MOVE, Unit B.1
Transport Networks

Key features of the new TEN-T

- **New network structure:** core, extended core and comprehensive network
- **Gradual completion** of the network **in three steps**: 2030 – **2040** – 2050
- **European Transport Corridors** (ETC) and two horizontal priorities (ERTMS, European Maritime Space)
- **Reinforced / new infrastructure requirements** for all transport modes
- **Strengthened TEN-T governance**
- **New arising political priorities**: resilience / climate proofing, maintenance, connections with neighbouring third countries / third country investments, urban nodes (last mile connectivity), freight terminal capacity, …



Maritime transport

Overall vision:

- ✓ promotion of Short Sea Shipping
- ✓ improving hinterland connectivity
- ✓ increasing multimodal freight terminal capacity

To this aim:

- ✓ introduction of the **European Maritime Space,** efficiently, viably and sustainably integrating the maritime dimension with other transport modes
- ✓ **focus on hinterland connectivity** with important leverage effect on modal shift

Maritime transport: European Maritime Space

- **Development of maritime ports and their hinterland connections**
- **Creation or upgrading of Short Sea Shipping routes:**
  - ✓ between two or more maritime ports on the EU territory (including between comprehensive ports and within one Member State)
  - ✓ between one or more ports of the EU with an adjacent port of a third country, including the geographical area of outermost regions
- **European Maritime Space (EMS) consists of:**
  - **maritime transport infrastructure** within the ports of the TEN-T network, including hinterland connectivity
  - **wider benefit actions** not linked to specific ports *(e.g. support to activities ensuring year-round navigability (icebreaking), facilitating the transition towards sustainable maritime transport, improving the synergies between transport and energy and ICT systems for transport and hydrographic surveys)*
  - the **promotion of sustainable and resilient short-sea shipping links** incl. to outermost and other remote, insular and peripheral regions

Maritime port: entry criteria (comprehensive)

- **total annual passenger traffic volume > 0.1 %** of the total annual passenger traffic volume of all maritime ports of the EU
- **total annual cargo volume**, **either for bulk or for non-bulk cargo handling, > 0.1 %** of the corresponding total annual cargo volume handled in all maritime ports of the EU

CARGO VOLUME (average 2017 – 2019)		
	BULK [t/a]	NON-BULK [t/a]
Core (1 %)	21,050,594	14,452,077
Comprehensive (0.1 %)	2,105,059	1,445,208

PASSENGER TRAFFIC (average 2017 – 2019)	
Comprehensive (0.1 %)	2,105,059 pax/a

Maritime port: entry criteria (comprehensive)

- **total annual cargo volume, for bulk and /or for non-bulk cargo handling, > 500,000 tonnes** and its contribution to the **diversification of EU energy supplies** and to the **acceleration of the roll-out of renewable energies** is one of the main activities
- located on an island and provides the **sole point of access to a NUTS 3 region** in the comprehensive network; **OR**
- located in an **outermost region or a peripheral area**, outside a radius of **200 km** from the nearest other port in the comprehensive network.
- A total of 327 ports (97 core ports and 230 comprehensive network ports)

Maritime port infrastructure requirements

Martime Ports	core	comprehensive
Road and rail connection (+IWW where possible) *(cargo volume above 2 mill. t/a)*	2030	2050
At least one multimodal freight terminal *(open to all operators and users in a non-discriminatory way)*	2030	2050
IWW standards for sea canals, port fairways and estuaries connecting two seas, or providing access from the sea to maritime ports	2030	2050
Handling capacity for inland waterway vessels *(only if connected to IWW network)*	2030	2050
Quality of the last mile *Access routes up to multimodal freight terminals (connected by rail) in maritime ports: electrification, 22.5 t axle load, 740 m train length*	2030	2050

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