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 Baltic Sea Commission.

Following the adoption the Policy Position in the General Assembly of Palermo on 18th of October (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 (proposal to be published by DG MOVE during the first semester of 2021).

✓ Map of amendments proposed by the Baltic Sea Commission
✓ List of amendments proposed by the Baltic Sea Commission
✓ List of amendments proposed by the North Sea and the Baltic Sea Commission
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 norheast 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 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
### Amendments proposed by Geographical Commission: Baltic Sea Commission

<table>
<thead>
<tr>
<th>Amendment proposed:</th>
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<tbody>
<tr>
<td>Include the port of Vaasa and the railway connection between Vaasa and Seinäjoki to the Comprehensive network.</td>
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<th>Short justification to this amendment:</th>
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<tr>
<td>These additional infrastructures to the comprehensive network would make it possible to connect Vaasa to the Core network corridor.</td>
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### Map:

![Map showing the port of Vaasa and the railway connection between Vaasa and Seinäjoki.]
**Amendments proposed by Geographical Commission:**

**Baltic Sea Commission**

<table>
<thead>
<tr>
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<tr>
<td>Include the high-speed railway section Helsinki-Turku in the Core network</td>
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<tr>
<td>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 (&gt; 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.</td>
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<tr>
<td>Finnish Transport Infrastructure Agency’s <a href="#">one pager</a> of the One Hour Train (in Finnish)</td>
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<tr>
<td>Finnish Transport Infrastructure Agency’s <a href="#">website</a> on the One Hour Train (in Finnish) -&gt; incl. environmental impact assessment</td>
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<th>Map:</th>
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<tr>
<td><img src="image" alt="Map of Helsinki and Turku" /></td>
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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 an 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:**

![Map of Haparanda with included terminal]
### 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:
Amendments proposed by Geographical Commission:  Baltic Sea Commission

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 transhipment 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 Vasa.

**Map:**

![Map of the region showing Umeå and its strategic location](image-url)
**Amendments proposed by Geographical Commission:**

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**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:**

![Map of Storuman and its connections](image-url)
### Amendements proposed by Geographical Commission: Baltic Sea Commission

<table>
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<td>Include the port of Skellefteå in the Comprehensive network</td>
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<tr>
<td>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.</td>
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Amendments proposed by Geographical Commission: North Sea Commission Baltic Sea Commission

**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 that 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:**

![Map showing proposed routes](attachment:image.png)
The Conference of Peripheral Maritime Regions (CPMR) brings together some 160 Regions from 25 States from the European Union and beyond.

Representing about 200 million people, the CPMR campaigns in favour of a more balanced development of the European territory.

It operates both as a think tank and as a lobby group for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and accessibility.

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