Policy messages on the TEN-T revision, from the Transport Working of the CPMR Baltic Sea Commission

Introduction

The Baltic Sea Commission Transport Working Group considers this revision of the TEN-T regulation to be of the utmost importance, not least on the basis that the transport system undergoes a fundamental transformation in the direction of reducing emissions of pollutants and phasing out fossil fuels, as well as a broader use of automation, digitization and innovation. The policy messages developed below should feed into the TEN-T ongoing revision process.

In order to be an updated and adapted framework in the future, the Baltic Sea Commission Transport Working Group believes that the EU’s policy for transport infrastructure should have the main focus on:

1. Developing a TEN-T regulation contributing more clearly to achieve a climate neutral transport sector and it is therefore positive binding TEN-T to the Green Deal. The contribution to a 90% reduction in transport emissions by 2050 in order to achieve climate neutrality overall (e.g. by a shift towards more sustainable modes of transport and / or to cleaner alternative fuels) is of major importance. The **2050 target of 90% should be accompanied by concrete intermediate target for 2030, 2040 and 2050, together with a yearly follow-up.**

2. **Completing the Core and comprehensive networks** with defined targets of 2030 and 2050, including minor adjustments to the design and **missing links** that have a European added value, according to the Annex.

3. **Removing physical and administrative bottlenecks** in the transport network as a whole with a special focus on intermodal transport solutions for both passengers and freight (such as a harmonised signal – and booking system).

4. Developing a TEN-T policy that supports the coordination, planning and building of **cross-border infrastructure**, both within the European Union and with third countries

5. Promoting and accelerate the introduction of **new technologies and innovative transport solutions** for all transport modes, as tools to create a more resilient, effective and climate neutral transport system. The revision of the TEN-T Regulation needs to ensure a long-term supply of sustainable fuels in the corridors.
6. Coordinating and accelerate **shift of goods from road to rail and waterborne transport** by strengthening long-distance multimodal transport chains also with a focus on first/last mile connections, and consider binding standards- and quality requirements of the connections to ports and railroad terminals for the core network.

7. Ensuring smooth functioning of the TEN-T corridors, by developing a **broader definition of urban nodes**. **The urban nodes need to include the entire functional area** and also include peri-urban and regional areas around a city center. The metropolitan regions have particularly good conditions for increasing the proportion of sustainable mobility by foot, bicycle and public transport. In order to intensify the transition to a climate-neutral society, there needs to be funds linked to the urban nodes and sustainable ways of travel for passengers.

8. The Baltic Sea Region is a very diverse geographical area, with urban, peripheral areas, rural, sparsely populated area, arctic areas, and long distances. **In order to strengthen the cohesion between regions the TEN-T regulation needs a flexible, territorial and place-based approach when designing criteria for the transport system.**

9. Guaranteeing that the revised TEN-T regulation continue to have a major focus on a “traditional” infrastructure development concept, all while strengthening the concept of infrastructure quality and **boosting digitalisation and innovation**. These three focus areas are of equal importance to achieve the objective of a sustainable, integrated, and efficient European transport system.

Annex – Amendments from the CPMR Baltic Sea Commission Transport Working Group, to TEN-T maps.

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. One of these Commissions is the Baltic Sea Commission, gathering regions from Sweden, Finland, Germany and Estonia.