An update on TEN-T BSC Transport WG

24 November 2022
I. Influencing the legislators
   a. Presentation of the time line
   b. Open discussion

II. Drafting CPMR Amendments
   a. Presentation of the draft amendments
   b. Open discussion
TEN-T Timeline in the EP

- CPMR Drafting meeting: Jun 24
- CPMR Transport WG: Oct 4
- Draft report sent to translation: Sep 30
- Presentation of the draft: Oct 26
- Deadline for amendments: Nov 10
- Discussion amendments TRAN: Dec 8
- Window of opportunity for amendments: Oct 26 - Nov 10
- Analysis of amendments: Nov 17 - Nov 30
- Vote in TRAN tbc: Jan 9 - Jan 31
- Vote Plenary tbc: Feb 13 - Feb 16
### How to proceed?

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Money for TEN-T
- Ensuring that projects from national plans that are not in line with EU objectives and policies should **NOT** get EU funding
- Suggests that the next CEF with an external transport dimension
- CEF to focus on the core network

Urban nodes & SUMPs
- Creation of national SUMP support programme and contact point
- Considering the whole functional urban area in the definition of Urban Nodes
- Allowing a multimodal freight terminal for more than one urban node and using “multimodal freight terminal” instead of “logistic platform” for urban node.
- Updating the list of urban nodes.

Rail
- Opening to satellite based ERTMS could indeed facilitate the uptake of the ERTMS especially in sections of the network that are lagging far behind.
- The draft proposes a definition of “isolated networks” limited to islands and the series of amendments on the track gauge.

CPMR perspective
- Important to keep opportunities for the comprehensive and the extended core network.
- Very good ideas
- However, local authorities should be associated to the process, not only member States
- That raises many questions although they make sense from the continuity of the network perspective. It would demand an investment plan (and investment means) that fit the needs that would emerge from this approach in networks that are currently considered isolated.
Governance
- Several amendments supporting a better governance of the TEN-T with a stronger role for the EC and coordinators, a better place for urban nodes, local and Regional authorities and consideration of the diversity of governance models in ports.

Environment & Climate
- Addition of a climate environmental vulnerability test and risk assessment.
- Moving from zero emission to “emission reduction” or “sustainable”.

CPMR perspective
- It is a step in the right direction, however, we would like to go further when it comes to involving Regional authorities.
- The vulnerability test seems like a good idea.
- The move on zero emission feels like a lowering of the ambition of the Regulation.
Riquet & Thaler draft report in a nutshell 3

Interesting points
- The creation of multimodal connectivity index
- The inclusion of Green Lanes and critical infrastructures

Questionnable points
- The new criteria for ports of the comprehensive network that deletes the mention of “islands”, we are not sure, however, in what case a port would be the only access to the TEN-T for a NUTS3 region if it is not an island
- The addition of a point on emerging technologies while keeping the list closed is questionable from our perspective
- The deletion of “peripheral” from the list of regions that might be subject to exemptions
Some figures

- Over 1000 amendments focusing on the text of the Regulation
- Less than 220 amendments to the Annexes (including the maps of the TEN-T)

A look at the amendments to the annexes

- Why so few? Corapporteurs put in place a strict methodology that limited the submission of amendments with a clear screening process
- A focus on the Baltic Sea (next slide)
MEPs Amendments – Focus on the Baltic Sea

Dec 21: EC Proposal
- Ports of Lulea and Umea included
- Helsinki Turku in the extended core network
- Ports of Kaskinen and Pietarsaari excluded from the TEN-T

Nov 22: MEPs Amendments
- Ostersund and Lulea as urban nodes
- Oulu as port of the core network
- Ports of Kaskinen and Pietarsaari back into the comprehensive network
- Oslo-Stockholm into the ScanMed and the core network
- Helsinki Turku in the core network
MEPs Amendments – What’s next?

- Screening of the amendments with DG MOVE’s TEN-T Unit
- Setting a list for a block compromise amendment
- Vote in TRAN Committee in January

Can be worth contacting the EC

Contacting the whole EP to underline the importance of the amendments