

Supporting document to NSC response to TEN-T consultation

About the CPMR North Sea Commission (NSC)

One of the six geographical commissions of the Conference of Peripheral Maritime Regions (CPMR), the North Sea Commission is a politically-governed cooperation platform for some 30 + regions around the North Sea (UK, BE, NL, DE, DK, SE and NO).

Our mission is to strengthen partnerships between regional authorities which face the challenges and opportunities presented by the North Sea.

Through dialogue and formal partnerships we seek to promote common interests, especially in relation to European Union institutions, national governments and other organisations dealing with issues that are relevant to the North Sea.

The NSC has a transport working group which is following the TEN-T policy closely – also through the CPMR. NSC member regions are represented in corridor forums related to the North Sea – mainly in ScanMed and North Sea – Baltic. Many institutions from the member regions are partners to transport-related projects under the CEF, Interreg and Horizon 2020.

Read more about the NSC here:

<https://cpmr-northsea.org/who-we-are/>

Calls for inclusion of new sections and upgrade of network status of others

A. To include the core network link from Taulov up to the ports of Hirtshals and Frederikshavn in DK in the Scan-Med corridor as proposed by the European Commission in the draft CEF regulation post 2020 from 6 June 2018.

Justification: It will strengthen the corridor from Central Europe to Sweden and Norway through Jutland and is very important to the ports in North Denmark that are comprehensive ports. See also resolution from the NSC Annual Business Meeting on 13 June 2018: <https://cpmr-northsea.org/download/resolution-on-prolongation-of-the-scan-med-corridor/?wpdmdl=1863&ind=1529068686900>

B. The section Stockholm-Hallsberg/Örebro to Oslo (rail and road) should be included in the ScanMed corridor.

Justification: This infrastructure was earlier part of the TEN-T's Northern Triangle. By shifting flows between Stockholm and Oslo from air to rail transport, the upgrading will significantly reduce travel times and have a positive climate impact.

C. The link Glasgow & Edinburgh to Aberdeen should be upgraded to core status, and possibly also be considered as an extension to the North-sea Mediterranean Corridor

Justification: Upgrade road and rail infrastructure to Aberdeen along the current comprehensive network routes is an extension of the NorthSea-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.

D. The ports of Hanstholm and Skagen (DK) has no current status. They and similar ports, e.g. Peterhead, should be included in the comprehensive network.

Justification:

These ports are mainly fishing ports and are very important for export to European markets and to the local and national economy. When the connecting road stretch (in this case Herring-Holstebro-Hanstholm) is already a part of the comprehensive network, then it also logical to include the Port of Hanstholm. In this location the Danish State has begun the process to expand the road from Frederikshavn to Skagen and there is also railway connection from Frederikshavn to Skagen.

The reason why we separate out a particular port sector is that the fishing industry in particular is dependent on efficient, fast, and bottleneck-free access to the European transport network.

<http://www.hanstholmhavn.dk/en/>

<http://www.skagenhavn.dk/en>

<https://www.peterheadport.co.uk/>

E. Upgrade of the RailRoadTerminal (RRT) in Padborg (DK) from the comprehensive to the core network.

Justification: 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.