**Intermodal Terminals in an Integrated Transport System
of the Baltic Sea Region
Copenhagen, 7 February 2012**

Intermodal Terminals in the EU TEN-T Policy

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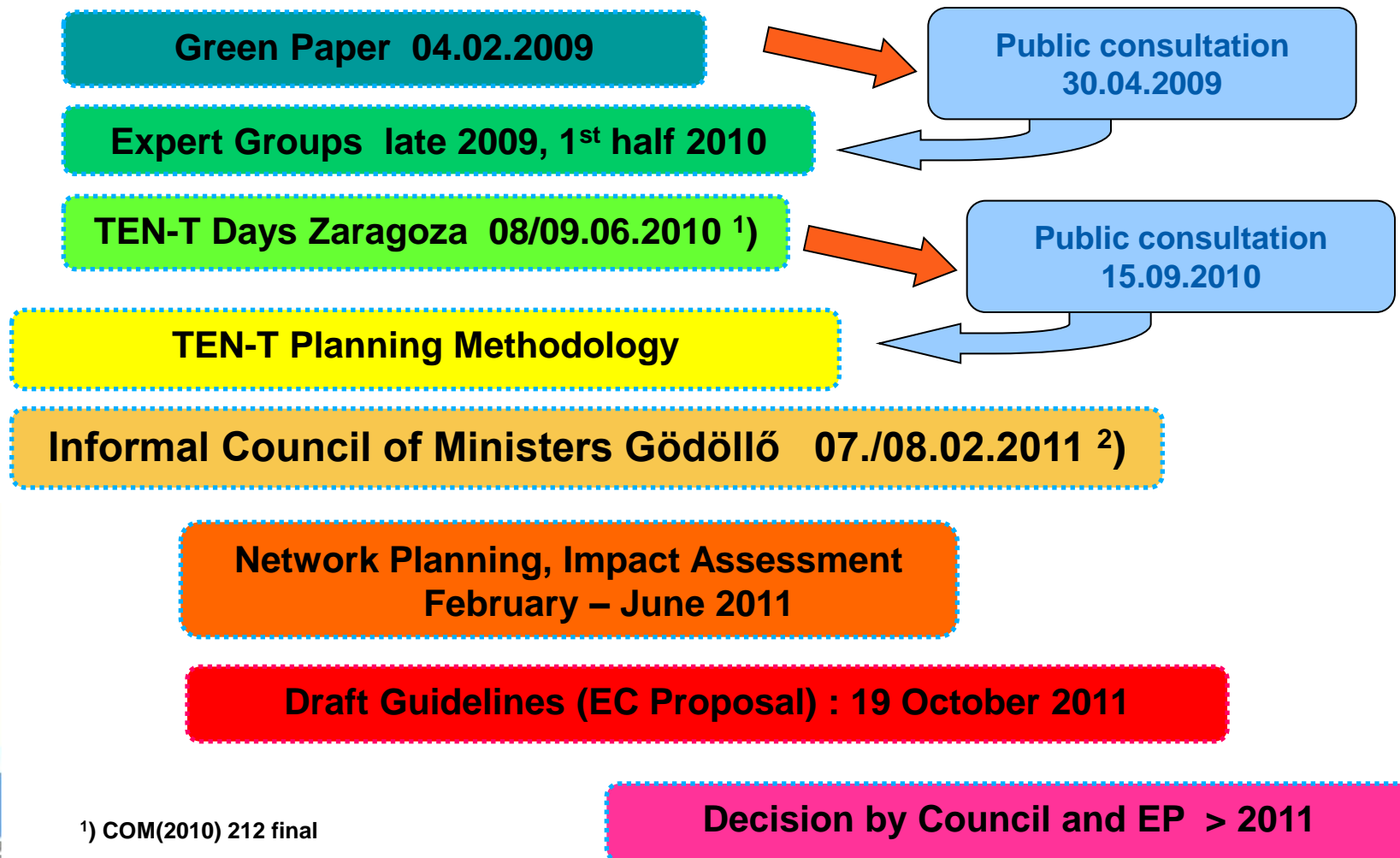
The White Paper 2011: Transport 2050

**"Roadmap to a Single European Transport Area –
towards a competitive and resource efficient transport system"
(COM (2011) 144 final del 28.3.2011)**

- **White Paper 2001** ➔ **modal shift**
- **Revision 2006** ➔ **co-modality**
- **White Paper 2011** ➔ **modal integration**

Modal integration to contribute to reduce transport emissions by 60 %:

- **optimize logistic chains,
  use the most energy efficient modes of transport.**

- **increase the efficiency of transport and infrastructure use,
  (innovative information systems and market based incentives).**

TEN-T Policy Review – the process

Green Paper 04.02.2009

Public consultation 30.04.2009

Expert Groups late 2009, 1st half 2010

TEN-T Days Zaragoza 08/09.06.2010 [1])

Public consultation 15.09.2010

TEN-T Planning Methodology

Informal Council of Ministers Gödöllő 07./08.02.2011 [2])

Network Planning, Impact Assessment February – June 2011

Draft Guidelines (EC Proposal) : 19 October 2011

Decision by Council and EP > 2011

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[1]) COM(2010) 212 final

[2]) SEC(2011) 101 final

The Comprehensive Network

Dense basic layer of the TEN-T.

Revision of the comprehensive network ("bottom up"):

- **upgrading of maps,according to progress since last revision;**

- **addition of "missing links" to close gaps
  (mainly in new Member States);**

- **removal of dead ends or isolated links, if not specifically justified;**

- **ports and airports: new selection criteria defined
  (quantity thresholds, geographical criteria);**

- **NEW: "multimodal layer" comprising "multimodal platforms":
  sea and inland ports,
  road-rail terminals,
  airports.**

Logistic Platforms, Freight Terminals (1)

**Criteria for inclusion into the Comprehensive Network
(Guidelines Proposal 22 March 2012, extract from Art.33):**

(a) **annual transhipment of freight exceeds:**
for non-bulk cargo:
800 000 tonnes;
for bulk cargo:
**0,1% of the corresponding total annual bulk cargo volume
handled in all maritime ports of the Union;**

(b) **in NUTS 2 regions without freight terminal or logistic platform
complying with (a):
the main freight terminal or logistic platform
designated by the Member State concerned,
linked at least to roads and railways for that NUTS 2 region
(road only in countries without rail)**

Logistic Platforms, Freight Terminals (2)

Transport infrastructure requirements
(Guidelines Proposal 22 March 2012, extract from Art.34):

1. **Member States shall ensure, in a non-discriminatory way, that:**

(a) transport modes are connected in any of the following places: maritime ports, inland ports, freight terminals, airports, in order to allow multimodal transport of freight;

(b) freight terminals and logistic platforms, maritime and inland ports and cargo airports should be equipped for the provision of information flows within and between the transport modes, along the logistic chain. (Such systems should enable real time information on available infrastructure capacity, traffic flows and positioning, tracking and tracing, and ensure safety and security throughout multi-modal journeys).

2. **Freight terminals shall be equipped with cranes, conveyors and other devices for moving freight between different transport modes and for the positioning and storage of freight.**

The Core Network

The Core Network is a subset of the comprehensive network, nodes and links selected according to highest strategic importance.

Main properties and objectives of the Core Network:

- result of a European planning perspective ("top down")

- coherence, spanning the entire Community, incl. "MoS": "from patchwork to network";

- connection with to infrastructures beyond EU Member States;

- **multimodality;**

- inclusion of innovative technologies (traffic management, de-carbonisation);

Logistic Platforms, Freight Terminals (3)

Criteria for inclusion of logistic platforms and freight terminals of the Comprehensive into the Core Network, according to TEN-T Core Network planning methodology:

(a) all sea and inland ports, road-rail terminals, airports of urban main nodes:
  - capitals of all EU Member States,
  - "MEGA"s according to ESPON atlas 2006,
  - cities and conurbations of more than 1 million inhabitants;

(b) seaports
  - exceeding 1% of annual EU total transhipment volume (bulk, non-bulk, in linear interpolation),
  - per each NUTS 2 region at least one seaport per coastline.

(c) Inland ports in crossing area of Core Network inland waterways with Core Network freight railways

(d) Road-rail terminals at crossing or branching points of Core Network freight railways.

The Core Network

Example:
Core Network
Railway (Freight)

Core Network Baltic Region (1)
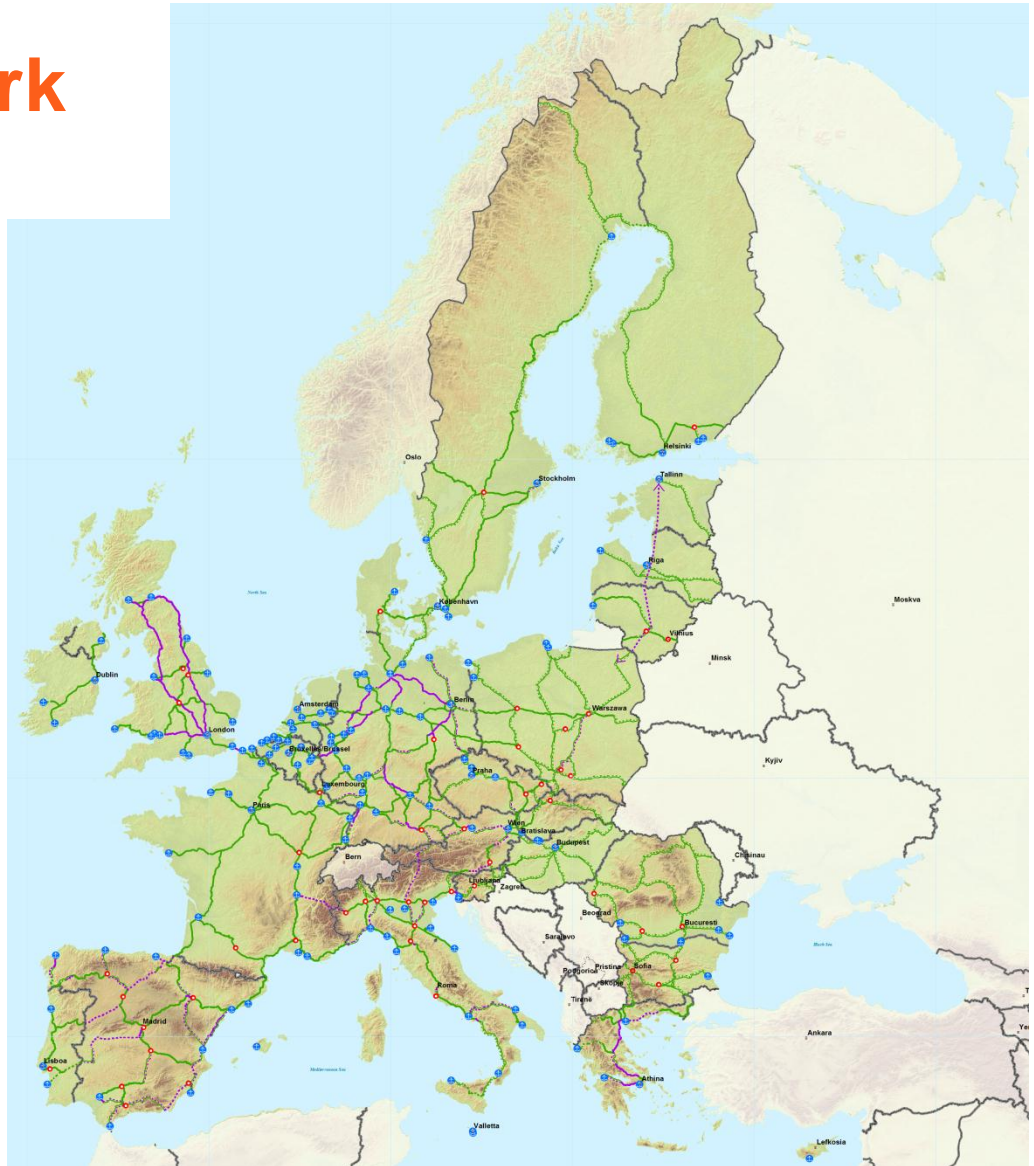
INLAND WATERWAYS, PORTS
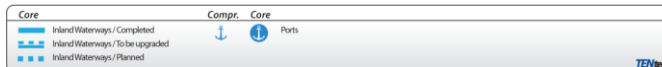
Core Network Baltic Region (2)

RAIL FREIGHT, PORTS, RRT

Compr.	Core		Compr.	Core		Compr.	Core	
		Conventional rail / Completed			High speed rail / Completed	⚓	🛈	Ports
		Conventional rail / To be upgraded			To be upgraded to high speed rail			
		Conventional rail / Planned			High speed rail / Planned	○	○	RRT

Core Network Baltic Region (3)

RAIL PASSENGERS, AIRPORTS

Core Network Baltic Region (4)

ROAD, PORTS, RRT, AIRPORTS

"Green Corridors"

The idea of Green Corridors is to take all measures to minimise
- CO_2 emissions,
-   other negative impacts on the environment and human beings
(modal shift, co-modality, modal integration).

Multimodality to enable most efficient and sustainable transport:
Multimodality needs efficient logistic platforms and freight terminals!

Infrastructure:

Road, rail, sea, inland waterway
(each of them as efficient and sustainable as possible)

Sea and inland ports, multimodal platforms, terminals play a key role in multimodality:
-   full integration within their regions
**   and with all available modes of transport,**
-   sufficient quantity and capacity,
-   traffic information and management systems across the modes,
**   (e-freight, ...)**

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THANK YOU
FOR YOUR KIND ATTENTION!

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