



Council of the European Union
General Secretariat

Brussels, 07 September 2022

Interinstitutional files:
2021/0420 (COD)

WK 11618/2022 INIT

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NOTE

From:	General Secretariat of the Council
To:	Working Party on Transport - Intermodal Questions and Networks
N° prev. doc.:	ST 7456/22
Subject:	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 - Comments by Belgium on Article 24

Delegations will find attached written comments by Belgium on Article 24 of the above proposal.

Belgium feels the role of energy ports is not sufficiently reflected in the proposal on the revision of the TEN-T regulation. Energy ports play an important role in the security of energy supply in the Union and are instrumental to reach the ambitions of RePowerEU. They also contribute to the energy transition of the transport sector. Such ports focus on the operations and maintenance of wind farms at sea, the production of green hydrogen, the import of zero-emission and low-carbon alternative fuels, Their activities can not always be translated into cargo volumes. An addition criterion for the inclusion of energy ports in the TEN-T comprehensive network seems useful in this respect. Energy ports belong in the TEN-T network as well and not only in the TEN-E network.

Amendment proposition by Belgium on energy ports in the TEN-T network (art. 24)

Article 24

Infrastructure components

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4. ~~A maritime port shall~~ **In order to** be part of the comprehensive network, ~~where a~~ **maritime port shall meet** at least one of the following conditions ~~is met~~:
- (a) its total annual passenger traffic volume exceeds 0.1% of the total annual passenger traffic volume of all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;
 - (b) its total annual cargo volume – either for bulk or for non-bulk cargo handling – exceeds 0.1% of the corresponding total annual cargo volume handled in all maritime ports of the Union. The reference amount for this total volume is the latest available three-year average, based on the statistics published by Eurostat;
 - (c) it is located on an island and provides the sole point of access to a NUTS 3 region in the comprehensive network;
 - (d) it is located in an outermost region or a peripheral area, outside a radius of 200 km from the nearest other port in the comprehensive network.
 - (e) it is a critical node for the supply of energy in the EU and is instrumental to reach the ambitions of RePowerEU; it is facilitating the operations and maintenance of installations generating more than [1000] MW renewable energy or enabling [at least 10%] of the national renewable energy production;**

