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NOTE

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| From: | General Secretariat of the Council |
| To: | Working Party on Transport - Intermodal Questions and Networks |
| N° prev. doc.: | ST 7456/1/22 REV 1 |
| N° Cion doc.: | ST 15109/21 |
| 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 Portugal on Article 24 |

Delegations will find attached comments by Portugal on Article 24 of the proposal as presented in doc. ST 7456/1/22 REV 1.

Proposal for a Regulation for the development of the trans-European transport network (TEN-T)

Proposals from Portugal on the Czech Presidency compromise (ST 7456/1/2022)

ARTICLE 24 – Paragraph 2

We propose the following wording for subparagraph (c):

“the promotion of sustainable and resilient short-sea shipping links, in particular those that concentrate flows of freight in order to reduce emissions and congestion from road transport within the Union, and those **shipping links** that improve access to outermost and other remote, insular and peripheral regions”

ARTICLE 24 – Paragraph 3

We propose to add a new subparagraph (preferably between subparagraphs (f) and (g) with the following wording:

“Dry Ports and the extended gateways of the maritime ports in its hinterlands, developed to support seaport operations as well as the overall operations of intermodal transport systems.”

Justification

Dry ports, have been developed to support seaport operations as well as the overall operations of intermodal transport systems.

The development of intermodal transport requires transport links, nodes, and services.

The development of dry ports, an important component of intermodal transport, could play a major role in promoting intermodal transport.

With the increase of containerised traffic, container terminals have started to develop in new locations in the hinterland of seaports.

Development of dry ports reduces customs costs, improves rail-sea intermodal capacity, reduces emissions and congestion from road transport and contribute to maximize the fluidity of cargo and minimize overall transportation time.