4 March 2020 – CPRM Transport WG

*Projections on ports eligibility to the Core Network*
• In the planning methodology, the European Commission uses NUTS1 Regions scale for exemption from statistical transhipment data for ports to be part of the Core Network.

• The CRPM suggests that this exemption is brought down to NUTS2 Regions to better cope with the objective of territorial cohesion and accessibility.

• In a NUTS2 Region without ports in the Core Network, it would mean that the most important port of the comprehensive network in terms of transhipment volumes would be upgraded to the core network.

• Projections are based on the current list of the ports of the TEN-T network and the last available data from Eurostat (published on 31 of January 2020).
• 15 ports would be concerned
• The simulation for UK ports is only for informational purposes

• 1 port (Brest/Roscoff) would be concerned due to changes in NUTS1 boundaries of France

• Table and maps available on CPMR website: https://cpmr.org/wpdm-package/2020projections-ports-eligibility-core-network/
Legend of the maps

Current ports of the TEN-T network

- 🌐 Comprehensive network
- 🌐 Core network

CPMR Simulation

- 💚 Port of the comprehensive network eligible to the Core network due to freight transhipment
- 😞 Port eligible due to changes of NUTS1 boundaries

NUTS2 Regions currently without a port in the Core network and concerned by the CPMR simulation

- 💚 Regions that would have a Core network port
- 🌟 Region that would have a Core network port due to changes of its NUTS1 boundaries
- 🔴 Regions that would remain without a Core network port