



The role of ports in Europe's infrastructure policy- ESPO

Bremen, 2 June 2023



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Gradual network completion in three steps

2030

Core network
completion with
regard to 2013 TEN-T
standards

2040

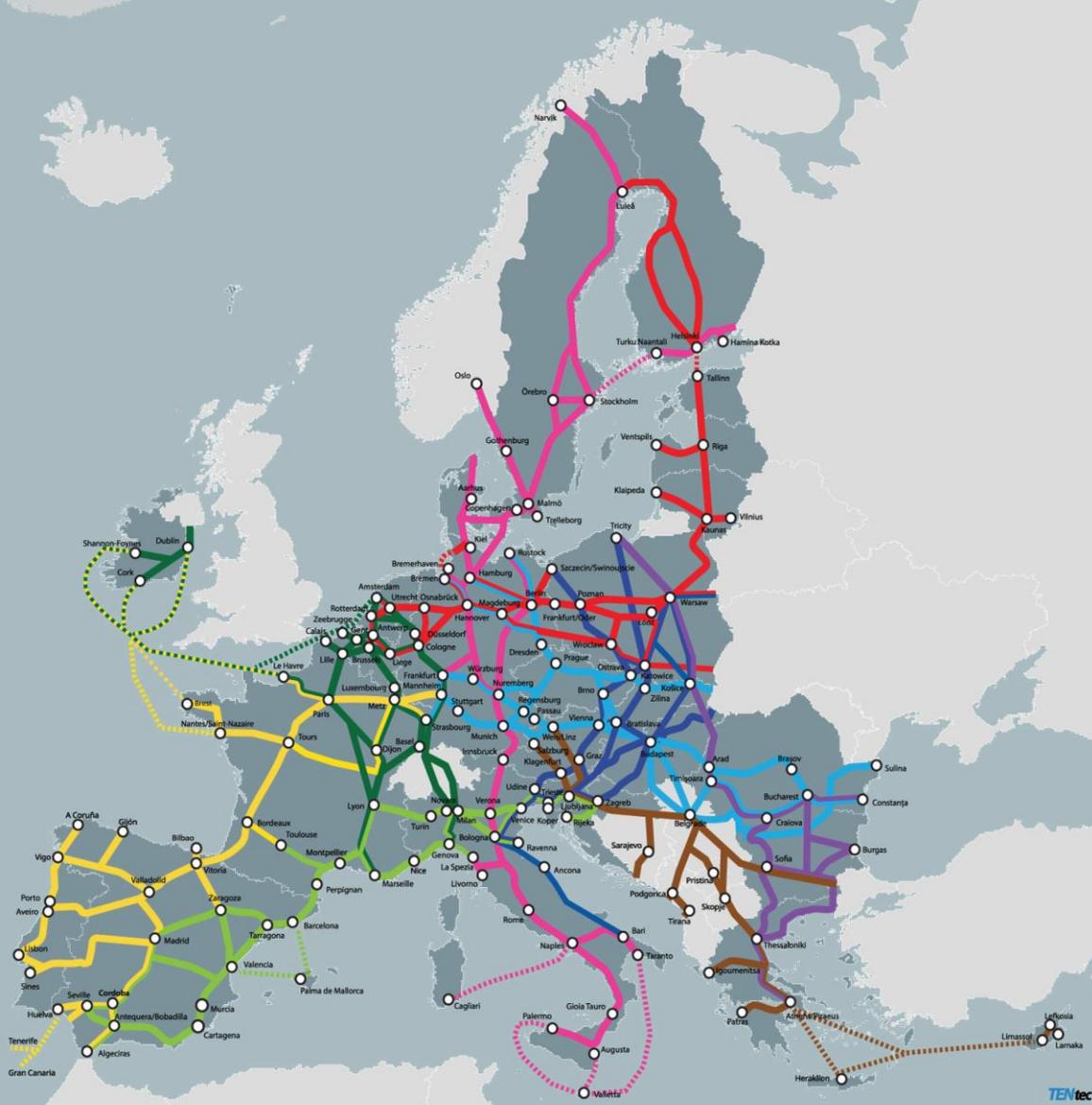
- Completion of the extended core network sections (part of European Transport Corridors)
- Newly introduced TEN-T standards on core and extended core network
- ERTMS deployment obligation on extended core and comprehensive network

2050

Completion of
comprehensive network



SUSTAINABLE & SMART MOBILITY STRATEGY



- **North-Sea Baltic Corridor** → Lviv, Kyiv, Mariupol
- **Baltic-Black-Aegean Sea Corridor** → Lviv, Chisinau, Odesa
- **Baltic Sea-Adriatic Sea Corridor** → Lviv
- **Rhine-Danube Corridor** → Lviv

- | | | |
|----------------------|--------------------------------|--------------------------------|
| ● ATLANTIC | ● SCANDINAVIAN - MEDITERRANEAN | ● MEDITERRANEAN |
| ● NORTH SEA - ALPINE | ● BALTIC SEA - ADRIATIC SEA | ● WESTERN BALKANS |
| ● NORTH SEA - BALTIC | ● RHINE - DANUBE | ● BALTIC - BLACK - AEGEAN SEAS |

EU funding for the TEN-T 2021-27

Regional policy funds (ERDF, Cohesion Fund)

TEN-T, urban and regional mobility

About **15 billion** for TEN-T (estimates – programming ongoing)

Recovery and Resilience Facility

TEN-T, urban and regional mobility

In total almost **93 billion €** for transport investments, including about **15-20 billion €** for TEN-T

Connecting Europe Facility

Only TEN-T
25,8 billion €

Thank you

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