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Answer given by Mr Tzitzikostas
on behalf of the European Commission
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The list of ports included in the trans-European transport network (TEN-T) was revised recently as part of the broader review of the TEN-T framework, reflected in Regulation (EU) 2024/1679¹. The entry criteria for ports and other nodes go beyond pure traffic-volume considerations. They are detailed in Article 25(4) of the regulation and the TEN-T planning methodology². Article 58 of the regulation allows amendments to the network by means of delegated acts. However, considering the recent revision and the absence of requests for additions from Member States, the Commission currently has no plans for such amendments but is continuously monitoring the situation.

The eligibility of ports for funding under the Connecting Europe Facility military mobility envelope relies – inter alia – on their location within the TEN-T and military mobility network. Therefore, for eligibility, non TEN-T ports would need to be included through the means of Article 58, as outlined above.

The TEN-T policy promotes a sustainable, safe, efficient and resilient network by – inter alia – improving connectivity, upgrading rail links, reducing dwelling times, and strengthening intermodal capacity. This supports more reliable logistics and supply chains. Almost 75% of goods entering or leaving Europe go through EU ports, making them critical for European supply chains. This is set to be addressed further by the European Ports Strategy and EU Industrial Maritime Strategy.

¹ https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202401679.

² <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021SC0471>.