



**Fast Track to the Sea:
implementing the last mile rail connections in the port of Civitavecchia
Action n. 2019-IT-TA-0034-M**

The Ten-T revision in the Italian Transport Policies perspective

6th May 2022

Ministero delle infrastrutture e della mobilità sostenibili
Direzione Generale per lo sviluppo del territorio , la pianificazione e i progetti internazionali Divisione IV-
Sviluppo della rete di trasporto transeuropea e dei corridoi multimodali



Co-financed by the Connecting Europe
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The legislative proposal for the revision of Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T) is a key action of the European Green Deal and the strategy for sustainable and smart mobility

Why is the TEN-T Regulation being revised?

- ❑ real opportunity to make our TEN-T fit for the future and to do more to help the EU meet the European Green Deal objectives
- ❑ to achieve the targeted significant emission cuts, a modern, fully-fledged European transport network is needed offering climate-neutral transport solutions
- ❑ need to reinforce the governance and monitoring instruments of TEN-T

What are the new TEN-T aiming at?



Reduce congestion,
transport emissions and
impact on climate change



Remove bottlenecks and
gaps on the transport
network



Connect EU cities and
regions, including rural
areas and remote regions



Better transport services to
citizens and freight customers

Milestones of the revision process

Evaluation

- Evaluation of the TEN-T Regulation: adopted on 26 May 2021 (SWD/2021/0117 final)

Consultation

- **Three rounds of bilateral meetings with Member States:** February, May and September 2021
(technical meetings in between on case-by-case basis)
- Information of the **European Parliament**
- **Open Public Consultation** on Impact Assessment: 10 February – 5 May
- **TEN-T Days meet EYR:** inter-institutional session on 23 September 2021 in Brdo
- **Connecting Europe Express:** 02/09-07/10

Impact Assessment

- **Regulatory Scrutiny Board** issued 'positive opinion with reservations' on 26 July 2021
- Publication of the impact assessment and its accompanying support study together with the legislative proposal

Milestones of the revision process

Legislative Proposal

- adopted by College on **14 December 2021**
- as part of a package: revision of ITS Directive, action plan on long-distance and cross-border passenger rail, urban mobility action plan
- **TEN-T revision “package”** includes:
 - TEN-T Regulation and its annexes
 - Staff Working Document on the revised TEN-T planning methodology
 - Impact Assessment Report
 - Communication of the Commission on the extension of TEN-T to third countries
 - TEN-T implementation report for 2018 and 2019

- Italy welcomes, in general, the proposal whose provisions may be considered in line with the national interest, as it represents a qualitative step introducing more ambitious standards for all modes of transport in order to contribute to the decarbonisation, digitalisation, resilience and safety of the TEN-T network.
- Nevertheless, with regard to the main newly introduced requirements and measures in the legislative act, there are already some proposals for amendments deemed necessary or appropriate to be submitted at the negotiating stage, in particular in view of the increased investments and burdens envisaged.
- In fact, there is a need to make the obligations of the Member States conditional on the availability of financial resources, without prejudice to the financial commitment of a Member State or the Union, as a precondition for the implementation of the efforts/measures set out in the articles.

General principles and provisions

- **Objectives:** *sustainability, cohesion, efficiency* and *user benefits* remain valid, but amended by new elements such as focus on zero-emission transport, digitalisation, functional, administrative, technical and operational interoperability bottlenecks, etc.
- **Core, extended core and comprehensive network**
- **European Transport Corridors (ETC):**
 - integration of CNC and RFC
 - composed of most strategic parts of core network *AND* of the extended core network
 - prioritisation of the ETC network (additional geographical scope for certain requirements and deadlines for their completion)
- **New intermediary deadline of 2040**

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

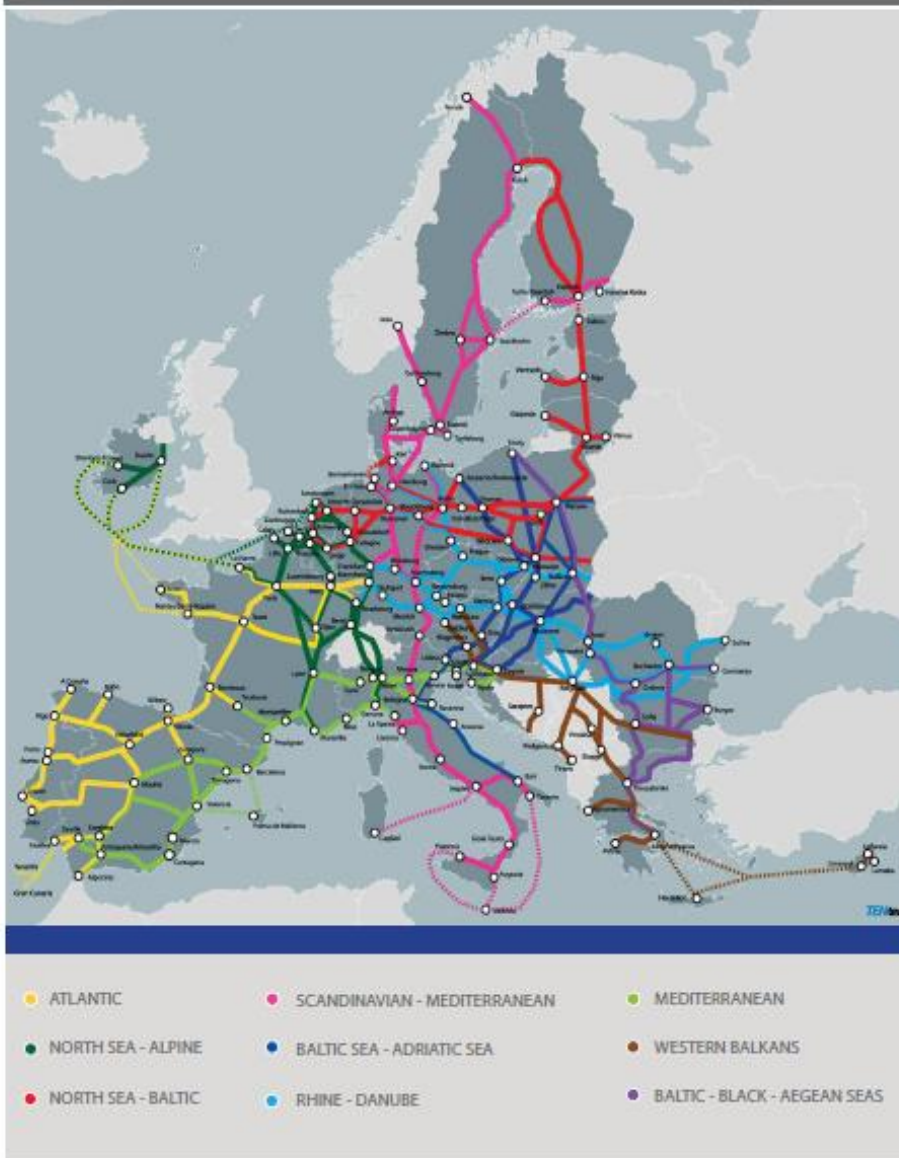
completion of
comprehensive network

- The proposal essentially maintains the current network structure and deadlines for completion, but it adds a **new Intermediate Extended Core Network (2040)** to ensure a step-by-step approach towards 2050.
- In this way, it accelerates the completion of the TEN-T network by anticipating the deadline for the implementation of certain requirements and the completion of some sections of the network from 2050 to 2040, providing for the introduction of ambitious infrastructure and operational parameters beyond those already provided for by the current Regulation.
- The Extended Core Network identifies the priority sections of the Comprehensive Network that are most relevant for traffic flows, mainly of high added value and requires them to be part of the Corridor alignments and must comply with all the requirements set for the Core Network, by 2040 instead of 2050. For Italy, the foreseen inclusion of the **Adriatic coastal route** (from Ancona to Foggia) which will also form part of the future Baltic Sea-Adriatic Sea Corridor, the line “Taranto-Sibari-Paola” and the direct line “Palermo-Messina” and numerous other sections belonging to the Rail Freight Corridors (which in some cases create parallelism with the lines of the Core Network) are some examples of the new sections in the Extended Core Network.

- The proposal introduces a **new concept for Corridors: the European Transport Corridors**. They ensure the geographical alignment of the existing corridor instruments (Core Network Corridor and Freight Railway Corridor) by further strengthening coordination between the two instruments. This measure should make it possible to optimise the instruments and avoid duplication, such as the obligation to draw up investment plans under the Rail Freight Corridor Regulation.



Map Finder Chart for European Transport Corridors



The parts of the map pertaining to corridor alignment in third countries are indicative.

- This new layout led to the redesign of the routes of the 9 Corridors that foresees the introduction of a **new Corridor** that crosses the Western Balkans, interesting for Italy.
- The deepening of the routes may lead to proposals for changes in the negotiations.

Structure of the revised TEN-T Regulation

- **Recitals** with new focus on European Green Deal and SSMS objectives
- **Chapter I: General principles** (Art. 1-9)
(subject matter, scope, definitions, objectives, resource-efficient network, gradual completion of the network, European Transport Corridors (ETC), projects of common interest, cooperation with third countries)
- **Chapter II: General provisions** (Art. 10-13)
(provisions and priorities for core, extended core and comprehensive network as well as ETC)
- **Chapter III: Specific provisions** (Art. 14-41)
(per transport mode)
- **Chapter IV: Provisions for smart and resilient transport** (Art. 42-49)
(ICT solutions, sustainable freight services, new technologies and innovation, safe and secure infrastructure, resilience, risk to security or public order, maintenance and project life-cycle, accessibility for all users)
- **Chapter V: Implementation of the ETC and of the horizontal priorities** (Art. 50-54) *(corridor instrument, coordination, governance, work plan, implementing acts)*
- **Chapter VI: Common provisions** (Art. 55-67)
(reporting and monitoring, updating of the network, alignment of national plans with EU transport policy, ...)
- **Annexes:** *maps of core and comprehensive network, definition of transport and urban nodes, alignment and maps of European Transport Corridors, indicative third country maps, SUMP, CEF amendment, correlation table*

Main changes compared to current Regulation:

- no organisation any longer by network layer but by transport mode
- inclusion of specific requirements and maps for the European Transport Corridors
- new intermediary deadline of 2040

Railway transport

including last mile connections

High speed passenger rail network across Europe

- at least 160 km/h line speed for passenger railway lines of the core and extended core network

Fully interoperable and competitive rail freight network

- facilitating the carriage of semitrailers on rail to promote intermodal transport (**P400 standard**) for rail freight lines on the core, extended core and comprehensive network
- extension of the existing core rail freight standards to the extended core and comprehensive network (22.5 t axle load, 740 m train length) or to extended core network (100 km/h line speed)
- firm push for **ERTMS deployment** latest by 2040 for extended core and comprehensive network and introduction of legally binding deadline for decommissioning national (class B) systems by 2040
- operational performance targets for rail freight services along the rail freight lines of the European Transport Corridors by 2030 (*limited dwelling time at border crossings; punctuality at scheduled time*)

As an example, regarding the introduction of new rules for the particularly ambitious rail mode Italy is suggesting the implementation of some parameters such as the minimum passenger speed of 160 km/h (for the Core and Extended network) only for some sections. **The line speed parameter is indeed very critical** if it has to be guaranteed at any point on the line since the adjustment of the line speed is, in some cases, technically difficult, especially in sections close to the urban node or subject to orographic constraints. As regards **the transport gauge** (P400), even for the Comprehensive Network, it is proposed to ensure the requirement only on a pre-defined list of international rail freight routes identified according to market logic, agreed with Member States, and not on the whole network. The extension of the infrastructure requirements of the Core Network to the Comprehensive Network (by 2050) is also a highly challenging objective and its compliance seems very difficult to achieve

Maritime transport –

promotion of Short Sea Shipping and hinterland connectivity



❑ European Maritime Space: promotion of **Short Sea Shipping**

- between two or more maritime ports on the EU territory (including between comprehensive ports, and domestic connections)
- or between one or more ports of the EU with a port of a neighbouring third country

❑ focus on hinterland connectivity with important leverage effect on modal shift

❑ strong link to AFIR requirements

Among the main novelties the innovative concept of the “Motorways of the Sea” is included, transformed in the wider “**European Maritime Space**” that, overcoming the complexity of the previous approach, on the basis of a process of simplification and integration, led, with strong national interest, to a global and integrated concept that contemplates ports, navigation and all other elements of the marine infrastructure, including ICT systems and infrastructures for the adoption of alternative fuels. We would suggest adding a reference to the use of eco-incentive schemes, in line with Italy’s position on several institutional occasions.

Short sea shipping can make a substantial contribution to the decarbonisation of transport by transporting more goods and passengers.

Road transport – focus on increased road safety

❑ high-quality road requirements:

- separate carriageways for the two directions of traffic, separated from each other either by a dividing strip not intended for traffic or, exceptionally, by other means;
- do not cross at level with any road, railway or tramway track, bicycle or footpath;
- are specifically designated as motorway.

❑ possibility for exemptions when the motorway requirements are not proportionate and road safety is not at risk

❑ rest areas available at max distance of 60 km from each other

❑ safe and secure parkings for commercial drivers, equipped with alternative fuels infrastructure, available at maximum distance of 100 km from each other

❑ weigh in motion systems are installed at a maximum distance of 300 km from each other

❑ reference to **AFIR** requirements

- TEN-T revision proposal to provide **rest areas** on the road network, the proposed maximum distance requirement (60 km) seems too demanding.

Air transport –

better connectivity and integration of airports into high-speed rail network

- ❑ airports of the core network and airports of the comprehensive network (with a total annual passenger traffic volume of > 4 million passengers): to be connected with long-distance railway network, including high-speed rail network where possible
- ❑ any airport shall offer at least one terminal which is open to all operators and users
- ❑ reference to AFIR requirements
- ❑ exemption clauses: negative cost-benefit analysis, physical constraints (e.g. islands without railway system)

Multimodal freight terminals –

sufficient multimodal freight terminal capacity

- ❑ increase the number of multimodal transshipment hubs for freight
 - ❑ wider definition of TEN-T terminals: in addition to RRT terminals, also terminals in inland/maritime ports and in urban nodes
 - ❑ obligation for Member States to conduct a market and prospective analysis and to submit an action plan for the development of a multimodal freight terminal network
 - ❑ obligation to have at least one multimodal freight terminal per urban node
 - ❑ terminals to be equipped with at least one alternative fuel recharging station to serve heavy-duty vehicles (obligation not included in AFIR)
-
- for **urban nodes** with less than 100 000 inhabitants a derogation seems necessary as regards the obligation to develop at least one Railway Freight Terminal within or near the smaller urban nodes. The proposal should be based on the need to assess the feasibility of the measure on the basis of a socio-economic cost-benefit analysis in the case of a very small urban node.

Urban nodes

- ❑ improved integration of wider network of 424 urban nodes
- ❑ obligations for all nodes:
 - to establish SUMPs by 2025
 - to report on urban mobility data
 - ! ▪ to have at least one multimodal freight terminal per urban node (with at least one recharging station for heavy-duty vehicles)
 - to develop multimodal passenger hubs (with at least one recharging station for busses)
 - availability of alternative fuels (AFIR)

Regarding **urban mobility**, we would like to point out sharing towards the innovative introduction of the network of urban nodes, with the introduction of specific requirements relating to the management of passenger and freight traffic to/from cities. Obviously, having introduced nodes with more than 100,000 inhabitants, the requirements extend to a set of nodes for Italy in the number of around 49. The proposal, taking into account the current internal regulatory framework and the timeline set out therein, presents important elements of consistency with the existing provisions on SUMP. In particular, the Italian legislation currently already lays down an obligation to draw up SUMP for cities of more than 100 000 inhabitants and from 1/1/2023, the adoption of PUMS is a mandatory condition for access to finance for fast mass transport and cycling. We therefore consider that the choice of the network of Italian urban nodes is acceptable

- Also **governance tools and monitoring measures** will change:
- the important role of the European Coordinators is recognised and confirmed, especially during the implementation phase of cross-border projects, however, it should be underlined the role of Member States in, for instance, identifying and prioritising investments;
- In addition, it is considered necessary to reduce some administrative monitoring obligations and intermediate targets in order to introduce flexibility margins;
- Moreover Italy can share the position of the alignment of National plans with the overall European policies.

- Concerning the **new configuration of the TEN-T network of national interest** for which a series of bilateral meetings took place between the Member States and the European Commission during 2021 and for which a process of involvement of the regions through the Conferences has also been activated, the TEN-T Core Network defined in 2013 remains largely unchanged in the proposal, except for the specialisations of lines required by the Italy, while the extended Core Network is defined on the basis of a selection made by the European Commission on the sections of the Comprehensive Network; the latter is also supplemented by new elements.
- Among **the priorities of outermost importance for Italy**, on which the Commission has expressed its favor, **two relevant outcomes are the proposal of the inclusion of the port of Civitavecchia in the Core network and the completion of the Adriatic Coastal route**, with the missing section from Ancona to Foggia, **in the “Extended Core Network”** both railway and road. This inclusion allows to extend the route of the Corridor “Baltic Sea — Adriatic Sea” to Bari, creating a strategic connection with the “Scandinavo-Mediterranean” Corridor to the north through the Bologna knot and to the south through the Bari node.
- As mentioned, a lot sections of sections have bene included in the Core Extended Network and in the corridors, for example the “Taranto-Sibari-Paola” on the Scandinavian Mediterranean Corridor, the “Laveno — Luino” and the “Alessandria-Novi Ligure” on the North Sea Corridor-Alpes, the sections “Vicenza-Treviso-Portogruaro” and “Padova-Treviso- Udine-Gorizia-Trieste” respectively on the Mediterranean Corridors and the Baltic Sea-Adriatic Sea.

- On the other hand, the acceptance of the proposals for “specialisation” of the railway lines of the Core Network dedicated to passenger and freight traffic, which have made it possible to define two freight routes along the coastal ridges and passenger routes in the Core axis and along the Adriatic coastal route, and the inclusion of the missing part of the road and railway section Jonica in the Comprehensive Network, which is missing in the area south of Calabria, representing an important result.
- In addition, also in the proposal under negotiation, a number of **technical-functional proposals** have been accepted for all modes of transport, complementary to the above priorities such as:
 - the inclusion of the Mestre Passante in the Core road network;
 - the inclusion of the railway section “Taranto-Brindisi” and the three cross-border railway sections “Fossano-Cuneo-Ventimiglia” and “Bressanone (Bolzano) — Villach — Klagenfurt”, Gorizia — Nova Gorica — Jesenice with France, Austria and Slovenia respectively, on the Comprehensive network;
 - As far as cross-border sections are concerned, the access routes to the Brenner crossing point, to Turin Lyon, as well as to Venice Trieste (adaptation of the existing one) have been realigned.



Comprehensive & Core Networks: Inland waterways and ports

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO **SI** SK FI SE



Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

BE BG CZ DK DE EE IE EL ES FR **HR IT** CY LV LT LU HU **MT** NL AT PL PT RO **SI** SK FI SE



Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEVtec



Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEVtec



Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Const. ≥ 200 km/h ≥ 200 km/h / New Const. 	<ul style="list-style-type: none"> Conventional Conventional / New Const. ≥ 200 km/h ≥ 200 km/h / New Const. Projected 	<ul style="list-style-type: none"> ✈ Airports 	<ul style="list-style-type: none"> ⚙ Core 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Const. ≥ 200 km/h ≥ 200 km/h / New Const. 	<ul style="list-style-type: none"> Conventional Conventional / New Const. ≥ 200 km/h ≥ 200 km/h / New Const. Projected 	<ul style="list-style-type: none"> ⚓ Ports ⚓ RRT 	<ul style="list-style-type: none"> ⚙ Core 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes

- **NODES:**

- the inclusion of the RRT of Ferneti, Santo Stefano di Magra, Segrade and Agognate in the Core Network, six new ports (Capri, Ischia, Ponza, Porto Empedocle, Porto S. Stefano and Procida), three airports (Elba Island, Perugia and Rimini) and eight new terminals (Busto Arsizio, Faenza, Foggia Incoronata, Forlì Cesena Villa Selva, Ortona, Castelguelfo, Pordenone and Portogruaro) in the Comprehensive network.
- While almost all the nodes of the network have been preserved, with the sole exception of the exclusion of the airports of Brescia and Forlì, the Commission has expanded the network of urban nodes (to date composed of nine main urban nodes), with the inclusion of a further 40 Italian urban centres with more than 100 000 inhabitants or regional capitals with even lower demographic characteristics in order to ensure full territorial cohesion also through the appropriate rail/road connections.
- Please note that the Commission has also published a working document on the **new methodology** with the criteria defined for the TEN-T network (SWD(2021) 471 final) on which comments and proposals for amendments were presented.

MS	NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RAIL ROAD TERMINALS
IT	Alghero		Comprehensive			
	Ancona	X	Comprehensive	Core		Core (Iesi)
	Andria	X				
	Aosta	X				
	Augusta			Core		
	Bari	X	Comprehensive	Core		Core
	Bergamo	X				
	Bologna	X	Core			Core
	Bolzano	X	Comprehensive			
	Brescia	X				Comprehensive
	Brindisi		Comprehensive	Comprehensive		
	Busto Arsizio - Gallarate					Comprehensive
	Cagliari	X	Core	Core (Porto Foxi, Cagliari)		
	Campobasso	X				
	Capri			Comprehensive		
	Carloforte			Comprehensive		
	Casamicciola - Porto di Ischia			Comprehensive		
	Catania	X	Comprehensive (Fontanarossa, Comiso emergency runway)	Comprehensive		Comprehensive
	Cervignano					Core
	Chioggia			Comprehensive	Comprehensive	
	Civitavecchia			Core		
	Cremona				Core	
	Faenza					Comprehensive
	Ferrara	X				
	Firenze	X	Comprehensive			
	Fiumicino			Comprehensive		
	Foggia	X	Comprehensive			Comprehensive (Incorornata)
	Forlì	X				Comprehensive (Forlì Cesena - Villa Selva)
	Gaeta			Comprehensive		
	Gela			Comprehensive		

MS	NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RAIL ROAD TERMINALS
	Genova	X	Core	Core		Core (Vado)
	Gioia Tauro			Core		
	Golfo Aranci			Comprehensive		
	Isola D'Elba La Maddalena		Comprehensive (Marina di Campo)	Comprehensive		
	La Spezia			Core		Core (Santo Stefano di Magra)
	Lamezia Terme		Comprehensive			
	Lampedusa		Comprehensive			
	Latina	X				
	Livorno	X		Core		Core (Guasticce Collesalveti)
	Mantova				Core	Comprehensive
	Marina di Carrara			Comprehensive		
	Messina	X		Comprehensive		
	Milano	X	Core (Linate), Core (Malpensa), Core (Bergamo Orio al Serio)		Comprehensive	Core (Smistamento) Core (Segrate)
	Milazzo			Comprehensive		
	Modena	X				
	Monfalcone			Comprehensive	Comprehensive	
	Monza	X				
	Mortara					Comprehensive
	Napoli	X	Core (Capodichino)	Core		Core (Nola), Core (Marcianise-Maddaloni)
	Novara	X				Core (Eurogateway) Core (Agonate)
	Olbia		Comprehensive	Comprehensive		
	Orte					Comprehensive
	Ortona					Comprehensive
	Padova	X				Core

Geographical Nodes						
MS	Node Name	Urban Node	Airport	Maritime Port	Inland Port	Rail Road Terminals
	Palau			Comprehensive		
	Palermo	X	Core	Core (Palermo, Termini Imerese terminal)		
	Pantelleria		Comprehensive			
	Parma	X				Comprehensive (Bianconese di Fontevivo), Comprehensive (Castelguelfo)
	Perugia	X	Comprehensive			
	Pescara	X	Comprehensive			Comprehensive (Manoppello)
	Piacenza	X				Comprehensive
	Piombino			Comprehensive		
	Pisa		Comprehensive			
	Ponza			Comprehensive		
	Pordenone					Comprehensive
	Porto Empedocle			Comprehensive		
	Porto Levante			Comprehensive	Comprehensive	
	Porto Nogaro				Comprehensive	
	Porto Santo Stefano			Comprehensive		
	Porto Torres			Comprehensive		
	Portoferraio (Elba)			Comprehensive		
	Portogruaro					Comprehensive
	Portovesme			Comprehensive		
	Potenza	X				
	Prato	X				Core (Prato)
	Procida			Comprehensive		
	Ravenna	X		Core	Core	
	Reggio di Calabria	X	Comprehensive	Comprehensive		
	Reggio Emilia	X				
	Rimini	X	Comprehensive			
	Rivalta Scrivia					Comprehensive
	Roma	X	Core (Fiumicino), Comprehensive (Ciampino)			Core (Pomezia)

MS	NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RAIL ROAD TERMINALS
	Rovigo				Comprehensive	Comprehensive
	Salerno	X		Comprehensive		
	Sassari	X				
	Savona-Vado			Comprehensive		
	Siracusa	X		Comprehensive		
	Taranto	X		Core		
	Terni	X				
	Torino	X	Core			Core (Orbassano)
	Trapani		Comprehensive	Comprehensive		
	Trento	X				Comprehensive
	Treviso		Comprehensive			
	Trieste	X	Comprehensive	Core	Core	Core (Ferneti)
	Udine	X				
	Venezia	X	Core	Core	Core	
	Verona	X	Comprehensive			Core
	Vicenza	X				

- Nevertheless, with regard to the new configuration of the TEN-T network of national interest some requests for amendments for the correction of certain typologies and some specific proposals are going to be discussed;
- The estimated timeframe for adoption is indicatively between mid-2023 and late 2023.
- In conclusion, Italy would point out that the benefits of implementing the proposed Regulation will contribute to increasing GDP, growth and jobs and to the development of the EU's single market and foster greater connectivity and territorial cohesion with positive effects on citizens and businesses

Thank you for your attention
Federica Polce



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