



# Revision of the TEN-T Regulation

Union guidelines for the development of the trans-European transport network

Scandinavian-Mediterranean Corridor Forum Meeting

28/09/22

# TEN-T revision process

- Revised TEN-T Regulation – legislative proposal of 14 December 2021  
*(COM(2021) 812 final)*
- Action plan for EU-Ukraine Solidarity Lanes of 12 May 2022  
*(COM(2022) 217 final)*
- Revised indicative maps for Ukraine – Delegated Regulation of 14 July 2022  
*(C(2022) 5056 final)*
- Amended TEN-T proposal of 27 July 2022  
*(COM(2022) 384 final)*

# Amended TEN-T proposal

## *Background / Context*

- Redefinition of geopolitical landscape due to Russia's war of aggression against Ukraine
- Major impacts on global markets, displaying also in disruptive events beyond Union's borders
- Increased need for better transport connections with EU neighbouring partner countries
- Vulnerability of railway network in terms of interoperability (different track gauges) showcased through events in Ukraine (e.g. grain export)
- Proposal of EC Communication on "Solidarity Lanes" to assess the extension of the European Transport Corridors

# Amended TEN-T proposal

## *Objectives*

- **Extension of four European Transport Corridors** to Ukraine and the Republic of Moldova
- **Removal of indicative TEN-T maps for Russia and Belarus**
- **Downgrading of “last-mile” connections to Russia and Belarus** (i.e. from core to comprehensive network)
- Integration of the modified **indicative maps of Ukraine**
- **Fostering rail interoperability** by removing obstacles of different track gauges

# Amended TEN-T proposal

## *New rail requirements*

- **New lines** on the TEN-T:
  - ✓ new railway infrastructure on the TEN-T shall provide for the European standard nominal track gauge (1435 mm)
- **Existing lines** of the European Transport Corridors:
  - ✓ migration plan to be drawn up by Member States at the latest two years after the entry into force of the Regulation
  - ✓ no formal obligation to migrate, Member States keep margin of appreciation, also on timing for migration
  - ✓ migration plan aims at a smooth transition of the entire network, technologies being available to ensure no interruption on the network

# Amended TEN-T proposal

## *Expected benefits of the new rail requirements*

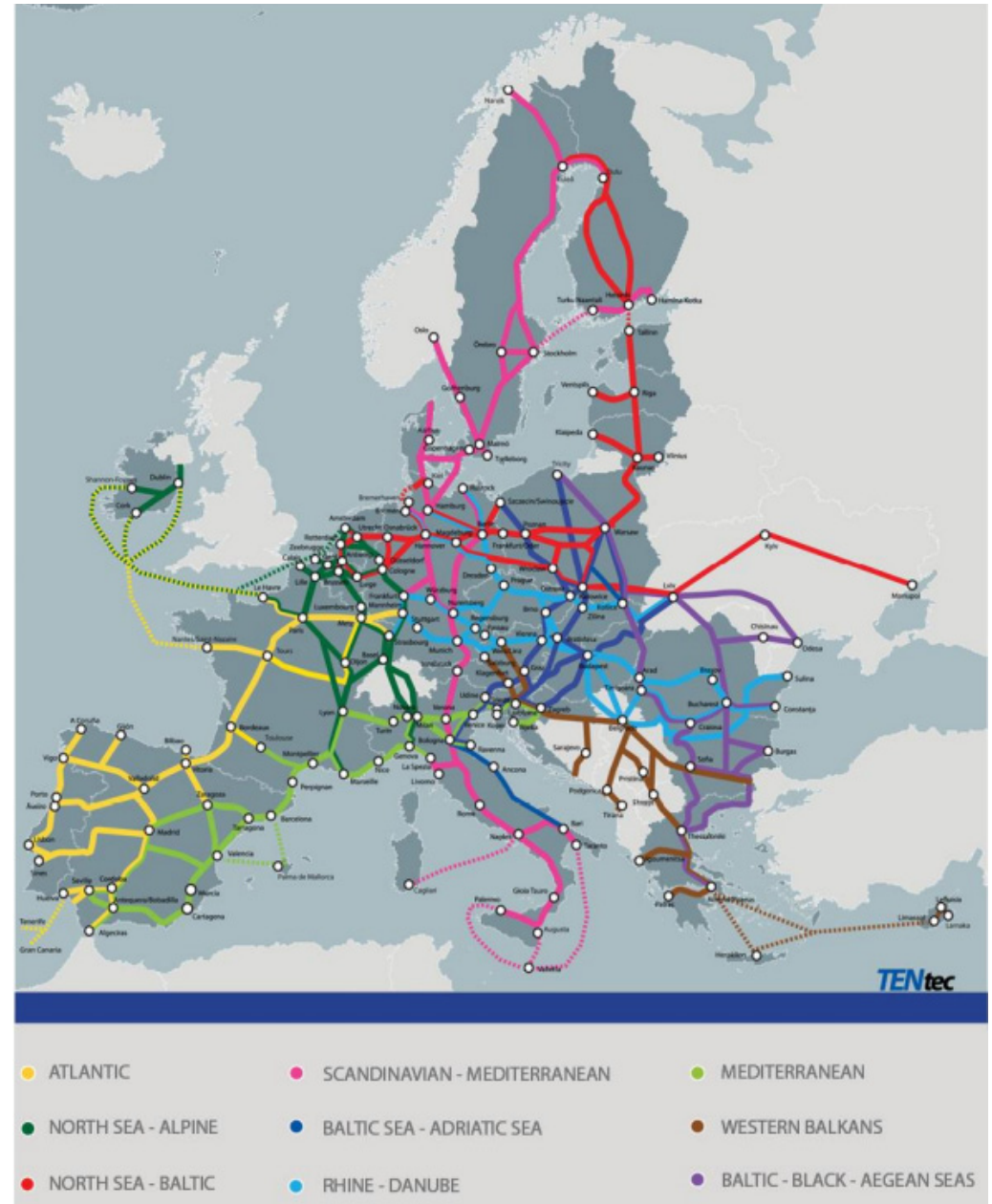
- **improved functioning** of the internal market
- higher potential for **modal shift** from road to rail
- **higher resilience** of the infrastructure through an optimised use of the infrastructure, thereby also boosting the deployment capacity of military forces
- **reduction of costs and delays** related to transshipment of goods; unified system also expected to decrease costs of infrastructure and rolling stock in the long term due to a market opening

# Amended TEN-T proposal

## Extension of European Transport Corridors



- 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



# TEN-T revision – next steps

- **Council:** ‘General approach’ expected under CZ Presidency (TTE of 5 December 2022)
- **European Parliament:**
  - ✓ Rapporteurs Barbara Thaler (EPP) and Dominique Riquet (Renew)
  - ✓ Presentation of draft report in TRAN on 10 October 2022
  - ✓ Vote in TRAN Committee / Plenary foreseen for January/February 2023
- **Trilogues** potentially to start as of February/March 2023
- **Entry into force** of the revised TEN-T Regulation possibly as of January 2024
- Continuous work of **European Coordinators:**
  - ✓ Coordinators’ mandates extended until December 2023; renewal as of entry into force of revised Regulation for the new European Transport Corridors
  - ✓ Corridor studies extended until the end of 2023; tendering of new studies foreseen as of Spring 2023 with a launch at the beginning of 2024



Thank you