



Revision of the TEN-T Regulation

Milestones of the revision process

Evaluation

- Evaluation of the TEN-T Regulation: adopted on 26 May 2021 (*SWD(2021)117 final*)

Consultation

- Three rounds of **bilateral meetings with Member States**: February, May and September 2021
- **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

- to be adopted by College on **14 December 2021** together with other related initiatives (*ITS Directive, action plan on long-distance and cross-border passenger rail, urban mobility framework*)
- **TEN-T revision “package”** includes:
 - TEN-T Regulation and its annexes (in particular network maps, definition of new corridor alignment, list of urban and transport nodes)
 - 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

Negotiations and final adoption

- **Negotiations** with Council and Parliament during 2022, with hopefully an **adoption** of the new TEN-T Regulation no later than mid-2023

Context of the revision process

Revision as opportunity to modernise the current legal framework and to step up efforts in aligning TEN-T with the new priorities of the **European Green Deal** and the **Sustainable and Smart Mobility Strategy**

European Green Deal:

- ✓ 90% reduction in GHG and zero-pollution ambition -> e.g. 75% of inland freight carried today by road to be shifted to rail and inland waterways

Sustainable and Smart Mobility Strategy:

- ✓ rail freight traffic should increase its market share by 50% by 2030 and double it by 2050
- ✓ transport by IWW and SSS should increase its market share by 25% by 2030 and by 50% by 2050
- ✓ traffic on high-speed rail should double by 2030 and triple by 2050
- ✓ scheduled collective travel under 500 km to be carbon-neutral by 2030 within the EU
- ✓ at least 100 climate-neutral cities in Europe by 2030

Main objectives of the TEN-T revision

To make transport **greener** in view of reaching the climate neutrality targets by 2050

To facilitate **seamless and efficient** transport in order to better connect people and businesses all over Europe

To increase the **resilience** of the TEN-T network to climate change and other natural or human-made disasters

To improve the efficiency of the **governance** tools of the TEN-T Regulation

Main orientations of the new TEN-T Regulation

- inclusion of firm incentives to shift transport demand towards more sustainable forms of transport (railways, inland waterways, short-sea shipping) through **new and/or reinforced infrastructure requirements/TEN-T standards**
- gradual development of the TEN-T in **three steps**: 2030, **2040** and 2050
- **creation of European Transport Corridors** through the integration of CNC and RFC
- increased focus on multimodality and interoperability between modes and transport nodes (ports, airports, multimodal freight terminals and passenger hubs)
- better integration of urban nodes into the TEN-T
- assure interlinkages with AFIR and ITS proposals: efficient deployment of alternative fuels and smart, digital solutions across the TEN-T

Reinforced TEN-T governance

- **Reinforced role of the European Coordinators:**
 - institutionalise the presence of European Coordinators in cross-border entities
 - widen the scope of the mandate to reflect the new TEN-T priorities, in particular to ensure close cooperation with the ETC rail freight governance (ex-RFC governance)
- **Wider use of implementing acts** (for single projects / horizontal priorities and/or for entire corridors)
- **Harmonisation and streamlining** of the existing TEN-T monitoring and governance tools
 - adoption of the Coordinators' work plans every four years
 - annual status report

New network design

- utmost priority: stability of the current network, in particular core network
- update of the maps with regard to:
 - statistical update of the transport nodes
 - integration of the “extended core network”
 - integration of RFC with CNC -> creation of European Transport Corridors (ETC)
 - alignment of TEN-T with military mobility network
 - more precise definition and identification of urban nodes (inclusion of all cities above 100.000 inhabitants; every NUTS2 region has at least one TEN-T urban node)
- alignment of European Transport Corridors moved from CEF Regulation to TEN-T Regulation; in addition, maps of ETC will be incorporated in TEN-T Regulation