Revision of the TEN-T Regulation

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

Outcome of the negotiations

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Milestones of the TEN-T revision process

- **Legislative proposal** for a revised TEN-T Regulation adopted by the College on 14 December 2021

- **Amended proposal** on 27 July 2022 to address the new geopolitical context

- **Council General Approach** reached on 5 December 2022

- **European Parliament report and negotiation mandate:** adopted on 13 April 2023; Rapporteurs Barbara Thaler (EPP) and Dominique Riquet (Renew)

- **Trilogues:** 2 trilogues under SE Presidency: 24 April 2023, 26 June 2023; 3 trilogues under ES Presidency: 2 October 2023, 14 November and 18 December 2023

- **Provisional political agreement** reached between the co-legislators on 18 December 2023

- **Votes** in Coreper (9 February 2024), in TRAN (14 February 2024) and Plenary (April 2024)

- **Entry into force** of the Regulation possibly as of May 2024

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What is the new TEN-T aiming at?

Address new political and societal challenges: make transport greener, digital and more resilient & strengthen its geopolitical importance

Raise the network benefits and improve the functioning of the urban and transport nodes: better network integration & last mile connectivity

Reinforce the infrastructure quality requirements for better services: improve the resilience & maintenance of infrastructure, reflect the decarbonisation and digitalisation priorities

Strengthen the governance of TEN-T: implementing acts for the TEN-T corridors, alignment of national transport policies with TEN-T policy

Key features of the new TEN-T

- **New network structure:** core, extended core and comprehensive network forming the trans-European transport network (TEN-T)

- **Gradual completion** of the network **in three steps**: 2030 – **2040** – 2050

- **European Transport Corridors** (ETC) and two horizontal priorities (ERTMS, European Maritime Space)

- **Reinforced / new infrastructure standards** for all transport modes

- **Strengthened TEN-T governance**

- **New arising political priorities**: resilience / climate proofing, maintenance, connections with neighbouring third countries / third country investments, urban nodes (last mile connectivity), freight terminal capacity, …

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European Transport Corridors

- integration of Core Network Corridors and Rail Freight Corridors

- composed of most strategic parts of the core network and of the extended core network (deadlines 2030 & 2040)

- extension of 4 ETCs to Ukraine & the Republic of Moldova
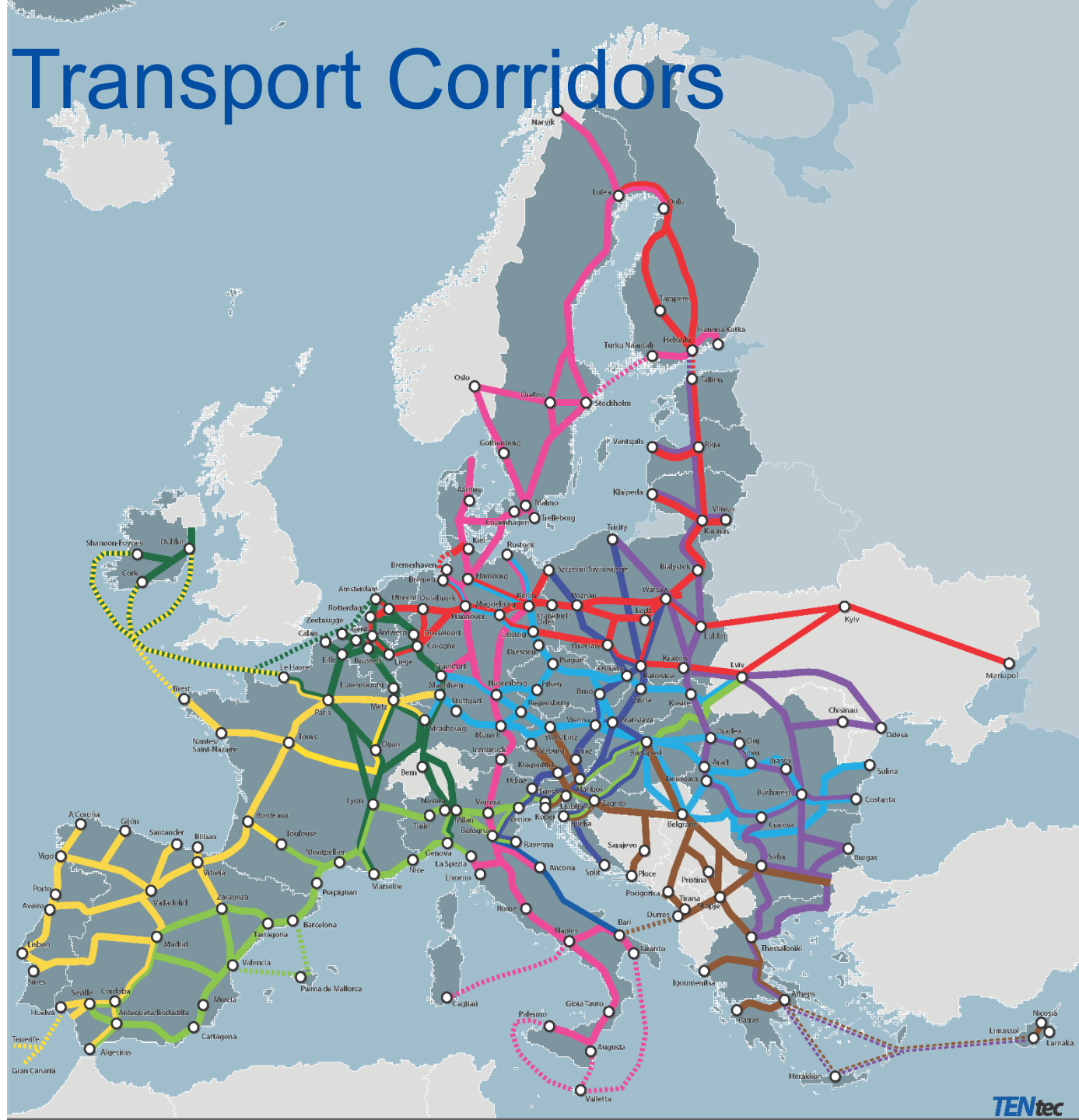
ATLANTIC

NORTH SEA - RHINE - MEDITERRANEAN

NORTH SEA - BALTIC

SCANDINAVIAN – MEDITERRANEAN

BALTIC SEA - ADRIATIC SEA

RHINE - DANUBE

MEDITERRANEAN

WESTERN BALKANS - EASTERN MEDITERRANEAN

BALTIC SEA - BLACK SEA - AEGEAN SEA

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Infrastructure standards for all modes and nodes of transport

- **Railways:** to create a highly competitive and fully interoperable rail freight network and develop a high-performance rail passenger network across Europe

- **Inland waterways**: to ensure efficient, reliable and safe navigation for users

- **Maritime transport**: to promote Short Sea Shipping and hinterland connectivity

- **Road**: to increase road safety and ensure high-quality roads

- **Air transport**: better connectivity and integration of airports with the rail network and greening of airport operations

- **Multimodal freight terminals**: to offer sufficient multimodal freight terminal capacity

- **Urban nodes**: to better integrate the urban dimension into the TEN-T network

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Railway transport: key provisions

- High-quality infrastructure standards, notably electrification of entire network & 22.5 t axle load and 740 m train length on entire freight network

- Passenger railway lines on the core and extended core network shall allow trains to travel at 160 km/h or faster by 2040

- Freight lines on the core and extended core network shall allow trains to travel at 100 km/h by 2030 / 2040 respectively

- Facilitation of the carriage of semitrailers on rail to promote intermodal transport along main lines of the European Transport Corridors

- Firm push for ERTMS deployment:

  - ERTMS roll-out on the entire TEN-T network as the single European signaling system in Europe to make rail safer and more efficient.

  - National legacy 'class B' systems must be decommissioned progressively -> incentivize European industry to invest in ERTMS

- Operational priorities for rail freight services: limited dwelling time at border crossings; punctuality at scheduled time; freight slot allocation for 740 m freight trains

- Last mile connectivity: electrification, axle load and 740 m requirements on last mile!

Maritime transport: key provisions

- Introduction of the **European Maritime Space** aiming at:
  - 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 third country
  - further developing maritime ports as well as their hinterland connections to leverage modal shift

- Definition of **mandatory requirements for ports** and maritime transport:
  - all core ports and those comprehensive ports with a total annual cargo volume of more than 2 million tons are connected with the rail and road infrastructure and, where possible, inland waterways
  - at least one multimodal freight terminal open to all operators and users in a non-discriminatory way per port
  - sea canals, port fairways and estuaries which connect two seas, or which provide access from the sea to maritime ports meet the Good Navigation standards
  - ports connected to inland waterways are equipped with handling capacity for IWW vessels

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Multimodal freight terminals: key provisions

- Wide definition of TEN-T terminals incl. terminals located in or adjacent to TEN-T maritime, inland and airports as well as rail-road terminals and terminals along inland waterways

- Obligation for TEN-T terminals to be open to all operators and users in a non-discriminatory way and to apply transparent and non-discriminatory charges

- Member States to make all possible efforts to ensure sufficient multimodal freight terminal capacity, taking into account current and future traffic flows

- Obligation for Member States to conduct by 2027 a market and prospective analysis and to submit an action plan for the development of a multimodal freight terminal network on their territory

- Infrastructure requirements for terminals with regard to the deployment of alternative fuels, the deployment of interoperable digital tools, transshipment capacity and type of loading units to be handled as well as the accommodation of 740 m long trains

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Urban nodes: key provisions

- Adoption and monitoring of a **sustainable urban mobility plan (SUMP)** and collection and submission to the Commission of urban mobility data by 31 December 2027

- Designation of a national SUMP contact point and establishment of a national SUMP programme (one year after entry into force)

- Development of multimodal passenger hubs to facilitate first and last mile connections by 2030:

  - ✓ facilitating access to public transport infrastructure and active mobility

  - ✓ equipped with at least one recharging station dedicated to serve buses and coaches and if appropriate one hydrogen refuelling station

- Development, of at least one multimodal freight terminal with sufficient transhipment capacity within or in the vicinity of the node by 2040

Reinforced TEN-T governance and role of European Coordinators

- **widened scope of Coordinators' mandate** to reflect new TEN-T priorities and to enable Coordinators to engage with participating third countries

- **annual status report** on the corridor implementation

- **work plan every four years** (1st work plan: by 2026)

- **implementing acts** for each European Transport Corridor

- **enlarged Corridor Forum**: possibility to involve third country members, national SUMP contact point, and one responsible national representative involved in the coordination of ERTMS deployment in each Member State

- **specific thematic working groups**, e.g. on urban nodes or operational bottlenecks

- possibility to be observer in supervisory board or a similar steering body of **cross-border single entities**

- **alignment of national plans/programmes with Union transport policy**

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Thank you

TEN-T revision background:
https://transport.ec.europa.eu/transport-themes/infrastructure-and-investment/trans-european-transport-network-ten-t/ten-t-revision_en

The provisional agreement and related annexes (maps):
https://transport.ec.europa.eu/news-events/news/provisional-agreement-more-sustainable-and-resilient-trans-european-transport-network-brings-europe-2023-12-19_en

TENtec interactive map viewer:
https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html