



Revision of the TEN-T Regulation

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

UNECE - Working Party on Intermodal Transport and Logistics

20 October 2022

Milestones of the revision process

Evaluation & Impact Assessment

- Evaluation of the TEN-T Regulation: adopted on 26 May 2021
- Impact assessment: published alongside the legislative proposal

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
- Amended TEN-T proposal adopted on **27 July 2022**

General principles and provisions

- **New network structure:** core, extended core and comprehensive network together forming the trans-European transport network (TEN-T)
- New **intermediary deadline** of 2040
- **European Transport Corridors (ETC):**
 - integration of CNC and RFC
 - composed of most strategic parts of core network *AND* of the extended core network
- **Two horizontal priorities (ERTMS, European Maritime Space)**
 - closer integration with work of ETC

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

Key elements per transport mode

Railway transport

□ Overall vision:

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

To this aim:

- **introduction of new / reinforced standards:**
 - ✓ at least **160 km/h line speed** for passenger railway lines of the core and extended core network
 - ✓ **extension of 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)
 - ✓ facilitating the carriage of semitrailers on rail to promote intermodal transport (**P400 standard**)
- **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)

Inland waterways transport

definition of good navigation status

- ❑ **objective: to ensure efficient, reliable and safe navigation for users by ensuring minimum waterway requirements and levels of service**
- new tailor-made approach for inland waterways: good navigation status
- minimum requirements for good navigability (*at defined reference water levels*):
 - at least 2.50 m navigable channel depth for rivers, canals, lakes and inland ports
 - 5.25 m min. height under non-openable bridges
- complementary specific requirements per river-basin by implementing act
- hinterland connection of inland ports by rail and/or inland waterway has to respect the TEN-T standards for rail and inland waterways

Maritime transport

promotion of Short Sea Shipping and hinterland connectivity

- **European Maritime Space: promotion of Short Sea Shipping**
 - removal of eligibility rules for former MoS projects
 - opening up for domestic SSS connections, for comprehensive-comprehensive port connections and for connections with third countries
- **focus on hinterland connectivity** with important leverage effect on modal shift (*e.g. maritime ports to be connected to road and rail*)

Road transport

focus on increased road safety

- **quality of the road:** harmonised provisions with regard to road safety:
 - separate carriageways for the two directions of traffic;
 - does not cross at level with any road, railway or tramway track, bicycle or footpath;
 - does not serve properties bordering on it.
- **rest areas** available at max distance of 60 km from each other
- **safe and secure parkings** for commercial vehicles, 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

Exemption clause for sections with traffic density below 10,000 vehicles/day or with specific geographic or significant physical constraints

Air transport

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

- ❑ **New: focus on hinterland connectivity and terminal availability**
 - 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
 - *Exemption clauses:* negative cost-benefit analysis, specific geographic or physical constraints (e.g. islands without railway system)

Multimodal freight terminals

sufficient multimodal freight terminal capacity

- ❑ **Objective: to 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

Urban nodes

Better network integration

- 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*)

Reinforced governance

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)
- **Harmonisation and streamlining** of the existing TEN-T monitoring and governance tools
 - adoption of the Coordinators' work plans every four years
 - annual status report

Amended TEN-T proposal

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Fostering rail interoperability

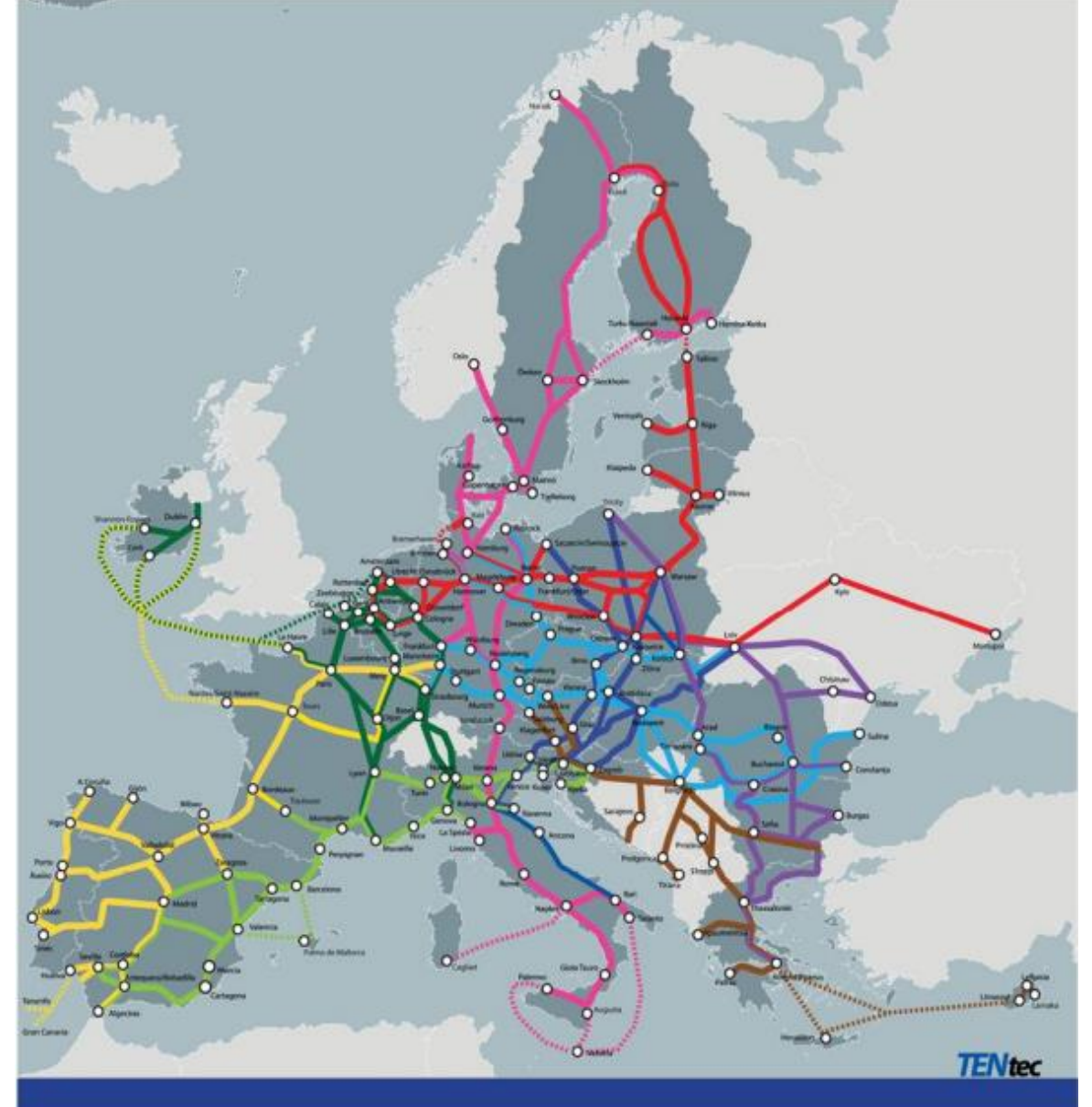
- **New lines** on the TEN-T:
 - ✓ new railway infrastructure on the TEN-T shall provide for the European standard nominal track gauge (1435 mm)
- **Existing lines** of the European Transport Corridors:
 - ✓ migration plan to be drawn up by Member States at the latest two years after the entry into force 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

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*



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|----------------------|--------------------------------|--------------------------------|
| ● ATLANTIC | ● SCANDINAVIAN - MEDITERRANEAN | ● MEDITERRANEAN |
| ● NORTH SEA - ALPINE | ● BALTIC SEA - ADRIATIC SEA | ● WESTERN BALKANS |
| ● NORTH SEA - BALTIC | ● RHINE - DANUBE | ● BALTIC - BLACK - AEGEAN SEAS |

TEN-T revision – next steps

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- **Council:** ‘General approach’ expected under CZ Presidency (TTE of 5/12/22)
- **European Parliament:**
 - ✓ Rapporteurs Barbara Thaler (EPP) and Dominique Riquet (Renew)
 - ✓ Presentation of draft report in TRAN on 26 October 2022
 - ✓ Vote in TRAN Committee / Plenary foreseen for January/February 2023
- **Trilogues** potentially to start as of March 2023
- **Adoption** of the revised Regulation in 2nd half of 2023 (Spanish Presidency)
- **Entry into force** of the Regulation possibly as of January 2024

Thank you

All documents related to the TEN-T revision available on:

https://transport.ec.europa.eu/news/efficient-and-green-mobility-2021-12-14_en