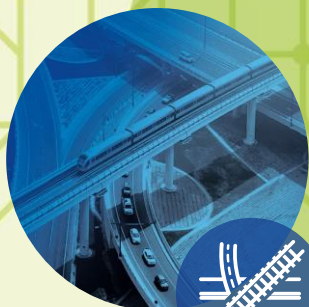



Efficient & Green **MOBILITY**

# Revision of the TEN-T Regulation

Working Group Mediterranean CNC

4 March 2022





# The legislative proposal of 14/12/2021

# 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

# 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



# General principles and provisions

# 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





# Key elements per transport mode

# Specific provisions

- **organised by transport modes and nodes:**
  - Railways
  - Inland waterways / inland ports
  - Maritime infrastructure / European Maritime Space
  - Road
  - Air
  - Multimodal freight terminals
  - Urban nodes
- **each section with the following structure:**
  - definition of infrastructure components
  - requirements for the comprehensive network
  - requirements for the core network
  - additional priorities

# 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*)

# Inland waterways transport –

## definition of 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 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
- ❑ reference to AFIR requirements (alternative fuels)

# 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

# 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

# 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)



# 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)



# 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)

## ☐ 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



# Additional provisions

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Thank you very much for your  
attention!