



Revision of the TEN-T Regulation

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

The Baltic-Adriatic & Amber Rail Freight Corridors
Railway Undertakings & Terminals Advisory Groups Meeting 2022

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 2021
(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

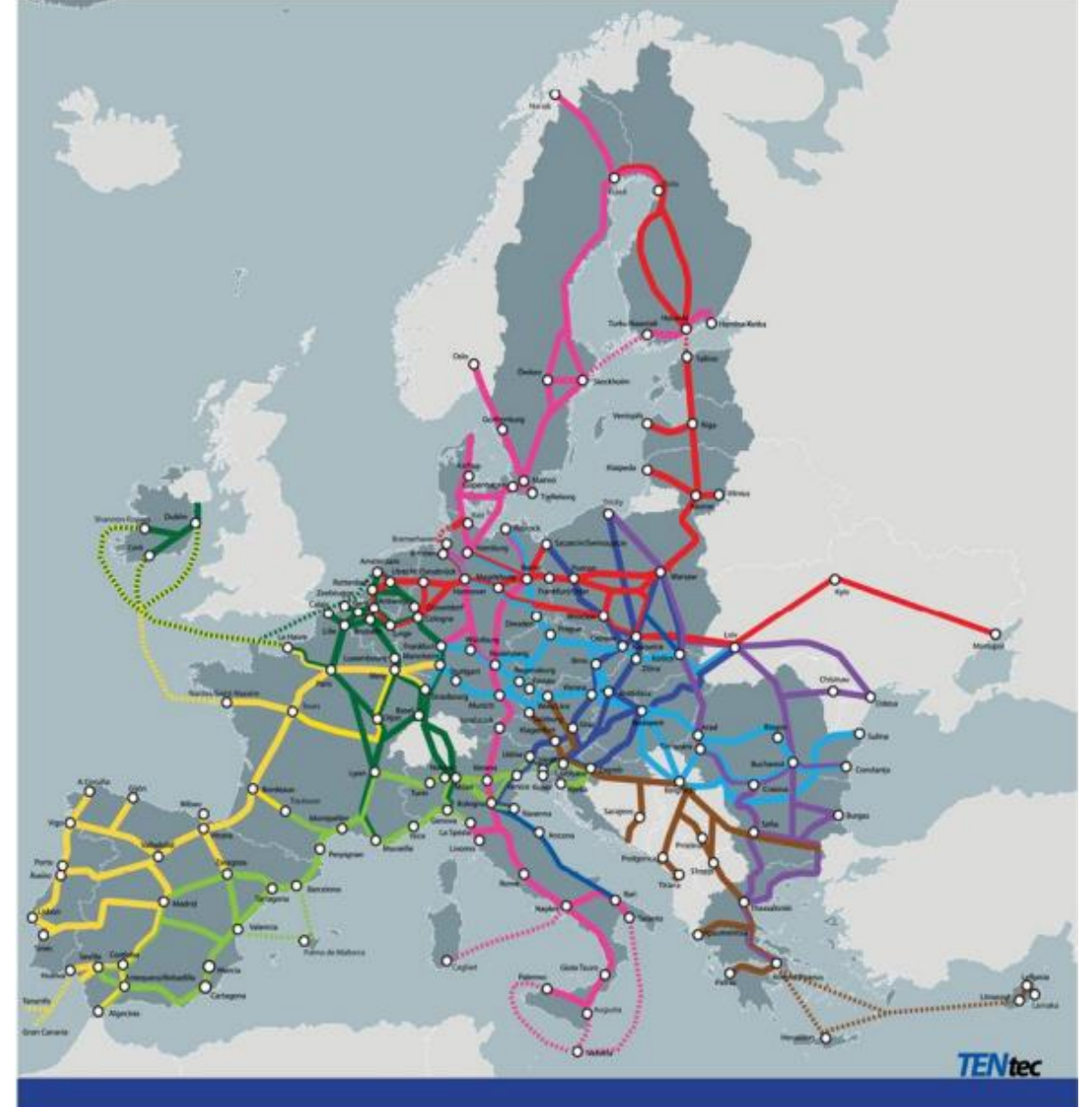
- **improved functioning** of the internal market
- higher potential for **modal shift** from road to rail
- **higher resilience** of the infrastructure through an optimised use of the infrastructure, thereby also boosting the deployment capacity of military forces
- **reduction of costs and delays** 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*



General principles and provisions

- **New network structure: 3 layers** consisting of the core, the extended core and the comprehensive network
- 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

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 end:

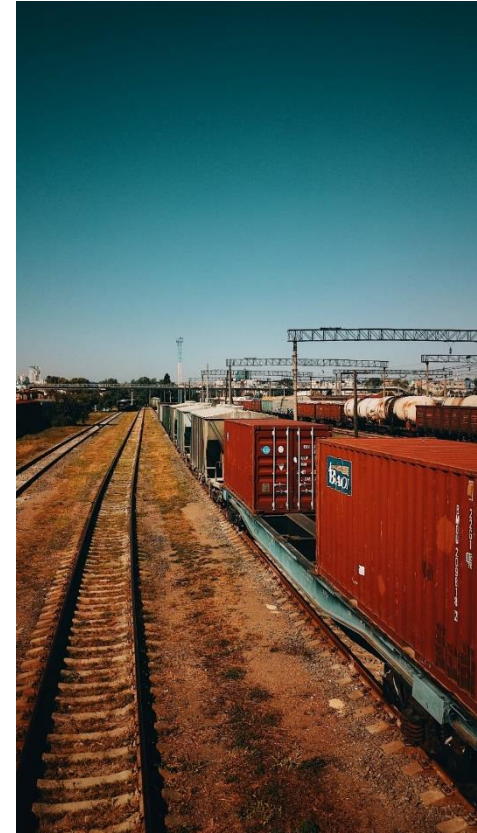
- introduction of **new standards**
- **extension of existing standards**
- firm push for **ERTMS** deployment
- **operational performance targets** for the European Transport Corridors



Multimodal freight terminals

Overall vision: to ensure sufficient multimodal freight terminal capacity

- 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



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