



Revision of the TEN-T Regulation

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

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Political context



European Green Deal 2019

- target of 90% reduction in greenhouse gas emissions
- climate neutrality by 2050



Sustainable & Smart Mobility Strategy 2020

- rail freight traffic should increase by 50% by 2030 and double 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



Revised TEN-T Regulation 2024

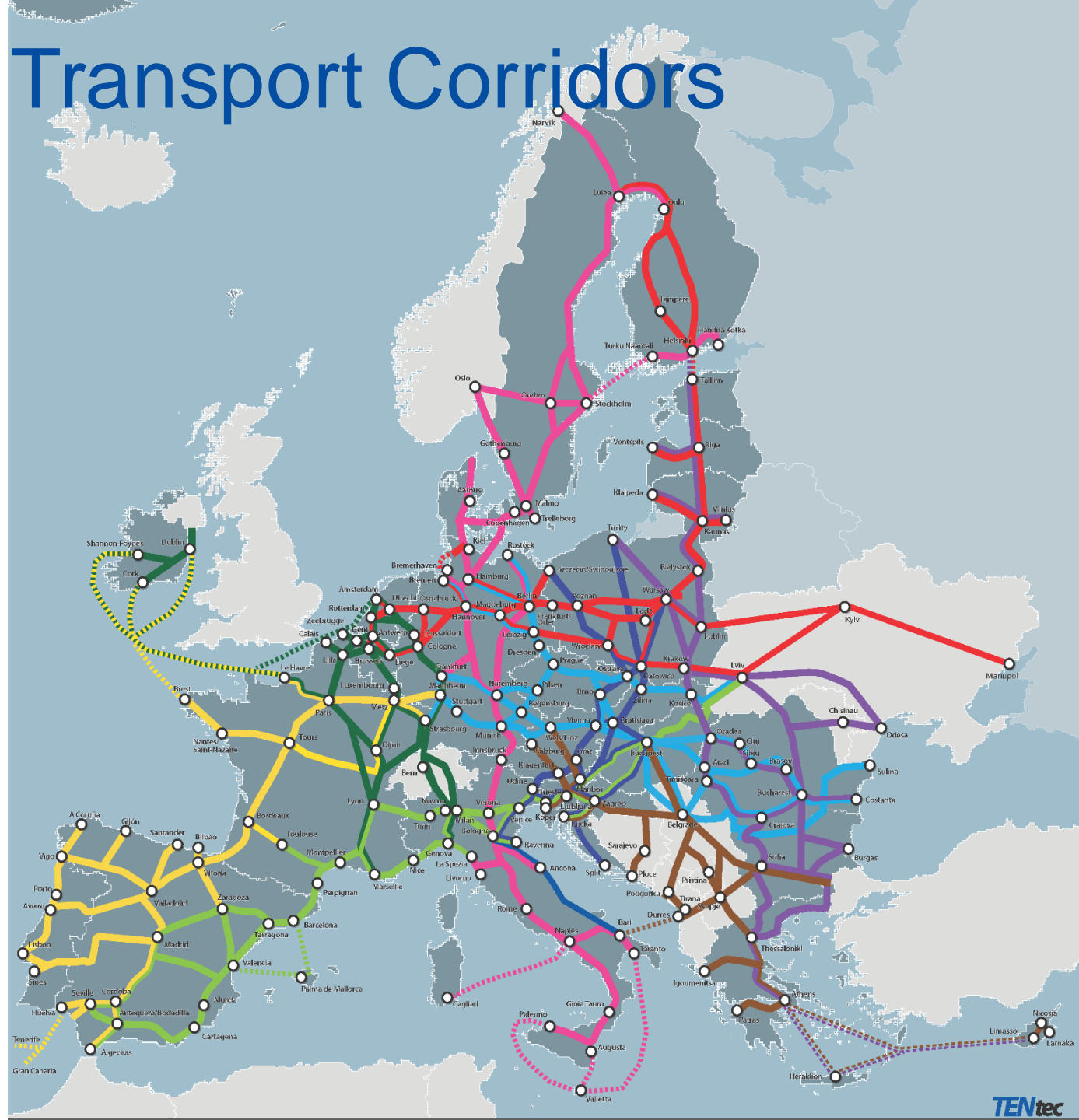
- reinforced / new infrastructure standards for all transport modes with focus on rail interoperability, last mile connectivity, terminal capacity, climate resilience, ...
- strengthened TEN-T governance

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, ...

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

Key elements per transport mode

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

Atlantic Rail Passengers



Atlantic Rail Freight



Railway transport

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 infrastructure requirements / standards
- ✓ operational priorities for rail freight services

Rail infrastructure requirements

Railways		comprehensive	extended core	core
Passenger & Freight	Electrification	2050*	2040*	2030*
	Electrification (new lines)	2040	2030	/
	Standard nominal track gauge (on new lines*)	/	2040	2030
Pass.	160 km/h design speed	/	2040	2040
Freight	22.5 t axle load	2050*	2040*	2030*
	740 m train length			
	<i>single track</i>	/	2040*	2030*
			<i>at least 1 train path per three hours and direction and not less than 12 train paths on a daily basis</i>	
	<i>double track</i>	2050*	2040*	2030*
		<i>at least 1 train path per hour and direction on average on a daily basis</i>	<i>at least 1 train path per two hours and direction and not less than 24 train paths on a daily basis</i>	
	100 km/h design speed	/	2040	2030
	Loading gauge 27 cm (on main ETC lines)	/	2040*	2040*

* including last mile

last mile = rail access routes connections up to multimodal freight terminals connected by rail, including the rail access routes up to multimodal freight terminals in inland and maritime ports and airports, and the rail access routes up to marshalling yards

Track gauge

- **Migration to European nominal standard track gauge:** important to foster rail interoperability and to de-isolate networks within Europe (i.e. Finland, Baltic States, Iberian peninsula)
- **Assessment in view of possible migration for new lines (by 2026)** of socio-economic cost-benefits and impact on interoperability for building new lines at 1435mm for:
 - ✓ **new lines not yet planned** and which connect to the land border of another MS
 - ✓ **existing lines** of the European Transport Corridors:
 - ❖ **migration plan** one year following the completion of the assessment, identifying the existing lines to be migrated
 - ❖ **no formal obligation** to migrate, Member States keep margin of appreciation, also on timing for migration

ERTMS

- 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

ERTMS	comprehensive	extended core	core
equipped with ERTMS	2050*	2040*	2030*
class B systems are decommissioned	2050	2045	2040
equipped with radio-based ERTMS	2050*	2050*	2050*
radio-based ERTMS, in case of:			
- construction of new line	from 2030*	from 2030*	from 2030*
- upgrade of the signaling system	from 2040	from 2040	from 2040

* including last mile (where deemed necessary)

Operational railway priorities

By 2030, on the European Transport Corridors:

- **dwelling time** of all freight trains crossing the border between two MS not exceeding 25 minutes on average
- at least 75% of the freight trains crossing at least one border along a ETC arrive at their destination at their **scheduled time** or with a delay of less than 30 minutes

740 m train slots for freight lines

on core (2030), extended core (2040) and comprehensive (2050):

- ✓ *on double track lines, at least two train paths per hour and direction can be allocated to freight trains with a length of at least 740 m (including the locomotive(s))*
- ✓ *on single track lines, at least one train path per two hours and direction can be allocated to freight trains with a length of at least 740 m (including the locomotive(s))*

Rail infrastructure requirements: exemptions

- Exemptions possible based on:
 - ✓ specific geographical or significant physical constraints
 - ✓ negative result of socio-economic cost-benefit analysis
 - ✓ significant negative impacts on environment or biodiversity
- Isolated networks are exempted from all rail requirements*

'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1435 mm).

** except from the requirements for migration to nominal standard track gauge*

Multimodal Freight Terminals

Multimodal freight terminals

Overall vision:

- offering sufficient multimodal freight terminal capacity

To this aim:

- ✓ increase in the number of multimodal transshipment hubs for freight and dynamic evolution possible
- ✓ improvement of the handling capacity at freight terminals

Multimodal freight terminal requirements

Multimodal freight terminals in/adjacent to maritime and inland ports, RRT, terminals along IWW	Deadline
Obligation of results	
Market and prospective analysis on multimodal freight terminals on MS's territory	2027
Action plan for further development of MS's multimodal freight terminal network	2028
Obligation of means <i>(MS to make all possible efforts)</i>	
Terminals to be equipped, inside the terminal or within 3 km distance, with at least one recharging and, where appropriate, one refueling station serving HDVs	2030
Terminals to be equipped with digital tools to facilitate efficient terminal operations and information flows within a terminal and between the transport modes along the logistic chain and the terminal	2030
Terminals connected to the rail network, carrying out vertical transshipment to have enough capacity to handle craneable intermodal loading units	2030
Terminals connected to core or extended core rail network, to be able to handle 740 m long trains without manipulation or, if not economically viable, take measures to improve the operational efficiency of accommodating such trains	2040

Maritime transport

Maritime transport

Overall vision:

- promotion of Short Sea Shipping and hinterland connectivity

To this aim:

- ✓ introduction of the **European Maritime Space**, efficiently, viably and sustainably integrating the maritime dimension with other transport modes
- ✓ **focus on hinterland connectivity** with important leverage effect on modal shift

Maritime transport: European Maritime Space

- **Development of maritime ports and their hinterland connections**
- **Creation or upgrading of Short Sea Shipping routes:**
 - ✓ between two or more maritime ports on the EU territory (including between comprehensive ports and within one Member State)
 - ✓ between one or more ports of the EU with an adjacent port of a third country, including the geographical area of outermost regions
- **European Maritime Space (EMS) consists of:**
 - **maritime transport infrastructure** within the ports of the TEN-T network, including hinterland connectivity
 - **wider benefit actions** not linked to specific ports (*e.g. support to activities ensuring year-round navigability (icebreaking), facilitating the transition towards sustainable maritime transport, improving the synergies between transport and energy and ICT systems for transport and hydrographic surveys*)
 - the **promotion of sustainable and resilient short-sea shipping links** incl. to outermost and other remote, insular and peripheral regions

Maritime port infrastructure requirements

Maritime Ports	comprehensive	core
Road and rail connection (+IWW where possible) <i>(cargo volume above 2 mill. t/a)</i>	2050	2030
At least one multimodal freight terminal	2050	2030
IWW standards for sea canals, port fairways and estuaries connecting two seas, or providing access from the sea to maritime ports	2050	2030
Handling capacity for inland waterway vessels <i>(only if connected to IWW network)</i>	2050	2030

Governance

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**

Instruments

GOVERNANCE

11 Coordinators – Facilitators :

- **Dialogue** with various stakeholders, including national and regional decision-makers, industry, citizens' associations, ports, airports, terminals, urban nodes, etc.
- To convince national and regional decision-makers to **accelerate investments**. Where necessary, to collaborate with COM and other financial institutions to secure funding for TEN-T projects and consider innovative funding methods and public-private partnerships.

Key instruments:

- **Corridor forum**
- **Work plan** – basis for future Corridor Implementing decision

REGULATORY

Corridor Implementing acts

- **Legal act to ensure a coherent priority setting** of infrastructure and investment planning by establishing indicative milestones and the expected timeline for the implementation of the identified projects.

Alignment of national plans with Union transport policy

- MS shall ensure that national plans and programmes contributing to the development of TEN-T **are coherent** with Union transport policy and with TEN-T priorities.
- **Commission may issue an opinion** on the coherence of draft national plans and programmes with TEN-T priorities, work plans and implementing acts

FUNDING

EU funding for the TEN-T 2021-27

Regional policy funds (ERDF, Cohesion Fund)

~ **15 billion** for TEN-T
(estimates – programming ongoing)

RRF

~ **93 bn €** for transport
~ **15-20 bn €** for TEN-T

CEF

25,8 bn € Only TEN-T

Cooperation with the Rail Freight Governance

RFG => Coordinator (Art 19 – 52 – 53 – 54 of TEN-T Reg)

Performance

- Monitoring: dwelling times, punctuality, 740m paths offer,...
- Identify potential technical, administrative, operational barriers (cross-border dimension)
- Outcome should be reflected in the work plan

Investment

- help identify priorities & investment needs for rail freight - which might imply qualitative assessment on the projects list

Coordinator => RFG (Art 8, 9, 11 and 19 of the RFC Reg)

- When drawing up the **implementation plan**, the MaBo shall take into account the objectives and measures contained in the work plan

Horizontal provisions

Resource-efficient and resilient network

TEN-T is to be planned, developed and operated in a resource-efficient way, through:

- ✓ **Maintenance** of existing transport infrastructure over the life-time of the infrastructure
- ✓ **Optimisation of infrastructure use**, in particular through efficient capacity and traffic management and fostering multimodality
- ✓ Optimisation of possible **synergies with other networks** (TEN-Energy, TEN-Digital, Military Mobility)
- ✓ **Resilience** of the transport network and its infrastructure and services with regard to a **changing climate** and **geopolitical context**, with a view to enabling adequate response and timely recovery from disruptions and to facilitate supply chains