



EUROPEAN COMMISSION

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C(2022)3867 final

Dear President,

The Commission would like to thank the Bundesrat for its Opinion on the proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 {COM(2021) 812 final}.

The legislative proposal for a revised TEN-T Regulation forms part of a broader package of ambitious measures designed to decarbonise transport, to make mobility greener and more efficient and hence to provide an important contribution to the achievement of the European Green Deal and the Sustainable and Smart Mobility Strategy objectives. To this aim, the revised TEN-T Regulation significantly steps up efforts in building a sustainable, seamless and resilient trans-European transport network at highest quality standards through a network that is gradually developed in three steps: a core network by 2030, an extended core network by 2040 and a comprehensive network by 2050. The objective is to ensure reliable connectivity throughout the European Union without physical gaps, bottlenecks or missing links, and at the same time to promote green mobility to reduce the impact of transport on environment and climate change.

The Opinion of the Bundesrat very well outlines the main orientations of the revised TEN-T Regulation. The Commission welcomes its general support of the legislative proposal and is pleased that the Bundesrat shares the view that action at the European Union level as envisaged in the proposal is required to make the TEN-T future-proof as to reduce the greenhouse gas emissions of the transport sector until 2050 by 90%.

The Commission is pleased that the Bundesrat supports the requirements for the core network by 2030, for the extended core network by 2040 and for the comprehensive network by 2050, in particular with regard to the electrification and possibility to run 740 m trains on the railway core network by 2030 as well as the introduction of a minimum operational line speed of 160 km/h for the passenger rail network and the 100 km/h for the freight network. The Commission is pleased that the Bundesrat recognises the potential of these requirements to shift more transport volumes onto to rail.

*Mr Bodo RAMELOW
President of the Bundesrat
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At the same time, the Commission concurs with the concerns expressed by the Bundesrat that the principle of proportionality and a needs-based approach should be respected in the further legislative process.

The Commission also takes note of the call of the Bundesrat to assess the definition of the TEN-T network, in particular with regard to its nodes. In this context, the Commission wishes to underline that the definition of the TEN-T network is based on a transparent and objective planning methodology¹ and that the inclusion of sections or nodes in the network have to be agreed with the Member State concerned in line with Article 172 of the Treaty on the Functioning of the European Union. In this context, the Commission welcomes the Bundesrat's call to pay particular attention to cross-border connections and to re-assess their inclusion into the TEN-T network.

The Opinion has been made available to the Commission's representatives in the ongoing negotiations of the co-legislators, the European Parliament and the Council, and will inform these discussions. The Commission remains hopeful that an agreement will be reached in 2023.

The Commission hopes that the clarifications provided in this reply address the issues raised by the Bundesrat looks forward to continuing the political dialogue with it in the future.

Yours faithfully,

*Maroš Šefčovič
Vice-President*

*Adina-Ioana Vălean
Member of the Commission*

¹ SWD(2021) 471 final.