



Revision of the TEN-T Regulation and the maritime transport

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TEN-T revision process

- **Legislative proposal** for a revised TEN-T Regulation adopted by the College on 14 December 2021
- **Amended proposal** on 27 July 2022 to address the new geopolitical context
- **Council General Approach** reached on 5 December 2022
- **European Parliament report and negotiation mandate:** adopted on 13 April 2023; Rapporteurs Barbara Thaler (EPP) and Dominique Riquet (Renew)
- **Trilogues:** 2 trilogues under SE Presidency: 24 April 2023, 26 June 2023; 3 trilogues under ES Presidency: 2 October 2023, 14 November and 18 December 2023
- **Provisional political agreement** reached between the co-legislators on 18 December 2023
- **Votes** in Coreper (9 February 2024), in TRAN (14 February 2024)

Political context

TEN-T revision as opportunity to modernise the current legal framework and to step up efforts in aligning TEN-T with the new priorities of the **European Green Deal** and the **Sustainable and Smart Mobility Strategy**

European Green Deal:

- ✓ **90% reduction in GHG** -> e.g. inland freight carried today by road to be shifted to rail and inland waterways

Sustainable and Smart Mobility Strategy:

- ✓ transport by inland waterways and **short sea shipping** should increase its market share **by 25% by 2030 and by 50% by 2050**
- ✓ **rail freight** traffic should increase its **market share by 50% by 2030 and double it 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 within the EU
- ✓ at least **100 climate-neutral cities** in Europe by 2030

Objectives of TEN-T

Sustainability

- ✓ enabling greater use of more sustainable modes of transport
- ✓ promotion of zero and low emission mobility
- ✓ increased environmental protection and reduction of externalities

Efficiency

- ✓ more efficient use of new and existing infrastructure in operation
- ✓ removal of interoperability bottlenecks and gaps in digitalisation
- ✓ optimal integration and interconnection of all transport modes, including in urban nodes
- ✓ greater coordination of infrastructure works between Member States (cross-border projects)

Cohesion

- ✓ accessibility and connectivity of all regions
- ✓ reduction of infrastructure gaps
- ✓ promotion of interoperability between digital systems of all modes
- ✓ efficient coordination and interconnection between long-distance and regional/local traffic to facilitate transport services, including in urban nodes

User benefits

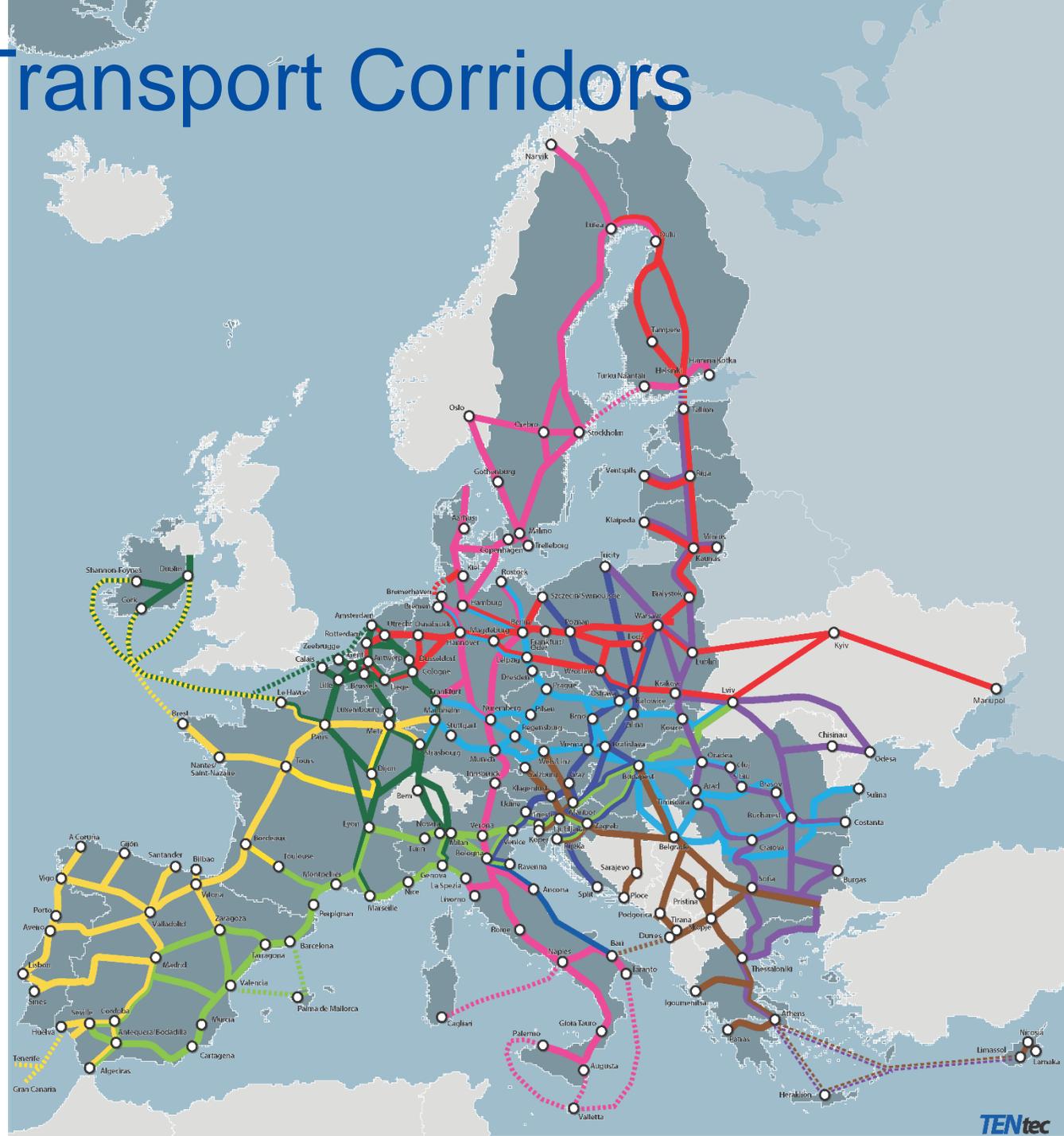
- ✓ meeting mobility and transport needs especially for people in situations of vulnerability and people living in remote regions
- ✓ ensuring safe, secure and high-quality standards, including quality of services
- ✓ supporting accessible and affordable transport services

Key features of the new TEN-T

- **New network structure:** core, **extended core** and comprehensive network together 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 and climate proofing
 - ✓ maintenance
 - ✓ connections with neighbouring third countries
 - ✓ urban nodes (multimodal passenger hubs / freight terminals; last mile connectivity)
 - ✓ increased multimodal freight terminal capacity to foster combined transport
 - ✓ synergies with the rollout of alternative fuels: TEN-T as infrastructure basis
 - ✓ ...

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

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

The European Maritime Space (EMS) consists of:

- **Creation or upgrading of sustainable and resilient short-sea shipping links**
 - ✓ 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 a **port in a third country**, including the geographical area of outermost regions
- **maritime transport infrastructure** within the **ports** and their **hinterland** links (to bring about the modal shift)
- **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)*)

Maritime transport: key provisions

- **Mandatory requirements for ports** and maritime transport:
 - **all core ports** and those **comprehensive ports** with a total annual cargo volume of more than **2 million tons** are connected with the **rail and road infrastructure** and, where possible, **inland waterways**
 - ports connected to inland waterways are equipped with **handling capacity for IWW vessels**
 - at least one **multimodal freight terminal open to all operators** and users in a non-discriminatory way per port
 - **sea canals**, port fairways and estuaries which connect two seas, or which provide access from the sea to maritime ports meet the **Good Navigation standards**

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 terminals: entry criteria

- any terminal located **in or in the vicinity** of a **TEN-T maritime / inland port or airport** as listed in Annex II is considered a TEN-T terminal
- **RRT** or terminal along **IWW**: annual transshipment of freight in the terminal exceeds, for **non-bulk cargo, 800,000 tons** or, for **bulk cargo, 0.1%** of the corresponding **total annual cargo volume handled in all maritime ports of the Union**;
- **it is the main RRT** designated by the Member State for a NUTS 2 region, where there is no RRT reaching the necessary volumes
- it is proposed to be added by the Member State following the **results** of the market and prospective **analysis**

Multimodal freight terminals: Market Study

- Within three years after the entry into force of the Regulation, Member States should conduct a **market and prospective analysis** on multimodal freight terminals on their territory:
 - ✓ examining **current and the future traffic flows** of freight **per mode** of transport (incl. road)
 - ✓ identifying **existing multimodal freight terminals** of the TEN-T on their territory, and assess the need for **new terminals** or additional transshipment capacity in existing terminals
 - ✓ analysing how to ensure adequate **distribution of terminals** with sufficient transshipment capacity, taking terminals located in border areas of neighboring MS into account
- To be consulted: shippers, transport and logistics operators, as well as other relevant stakeholders operating on their territory
- **Action Plan** for the development of a multimodal freight terminal network, including locations where needs have been identified

Multimodal freight terminals: infrastructure requirements

Member States should make all possible efforts that TEN-T terminals on their territory:

- are connected to at least **two modes of transport** which are available in the area
- **by 2030**, are equipped inside the terminal or within the 3 km distance with at least **one recharging station** and, where appropriate, one **hydrogen refuelling** station for heavy-duty vehicles
- **by 2030**, are equipped with **digital tools** to facilitate:
 - ✓ efficient terminal operations e.g. photogates, terminal operation systems, driver digital check-in/check-out, cameras or other sensors on transshipment equipment, raiiside camera systems
 - ✓ the provision of information flows within a terminal and along the logistic chain with open and interoperable systems
- are connected to the **rail network**, carrying out **vertical transshipment**, have **enough transshipment capacity** and are able to handle **containers, swap bodies or semi-trailers**
- **by 2040**, are connected to the core or extended core rail network, and able to accommodate **740 m long trains** without manipulation or, if not economically viable, take adequate measures to improve the operational efficiency of accommodating 740 m long trains

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

Railway transport: key provisions

- High-quality infrastructure standards, **notably electrification of entire network & 22.5 t axle load and 740 m train length** on entire freight network
- Passenger railway lines on the **core and extended core network** shall allow trains to travel at **160 km/h or faster by 2040**
- **Freight lines on the core and extended core** network shall allow trains to travel at **100 km/h** by 2030 / 2040 respectively
- Firm push for ERTMS deployment:
 - 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
- Operational priorities for rail freight services: limited dwelling time at border crossings; punctuality at scheduled time; freight slot allocation for 740 m freight trains
- **Last mile connectivity:** electrification, axle load and 740 m requirements on last mile!

Overview: rail infrastructure requirements

	comprehensive network	extended core network	core network
Electrification	2050	2040	2030
Electrification on new lines	2040	2030	/
ERTMS equipped	2050	2040	2030
class B systems are decommissioned	2050	2045	2040
equipped with radio-based ERTMS	2050	2050	2050
Passenger parameters:			
160 km/h design speed	/	2040	2040
Freight parameters:			
22.5 t axle load	2050	2040	2030
740 m train length	2050	2040	2030
100 km/h design speed	/	2040	2030
Loading gauge (*on ETC main lines)	/	2040*	2040*

in bold: new / reinforced parameters

Railway operational 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))*

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
- **work plan every four years** (1st work plan: by 2026)
- **annual status report** on the corridor implementation
- consultation on **CEF projects** and verification of consistency with the work plan
- **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**

Work plans of the European Coordinators

- Adoption of the Coordinators' work plans every four years (based on corridor studies, national plans and programmes etc.)
- Main elements:
 - ✓ description of the **characteristics of the corridor**, in particular the cross-border sections;
 - ✓ analysis of the state of **compliance of the corridor** with the transport infrastructure requirements and its related progress achieved, including potential delays;
 - ✓ identification of **missing links** and bottlenecks, including operational ones;
 - ✓ analysis of the **investments required**, including the different financing and funding sources committed and/or envisaged for the implementation of the projects needed for the development and completion of the corridor;
 - ✓ description of **possible solutions** to address the investment needs and bottlenecks;
 - ✓ intermediate **indicative milestones** for the removal of physical, technical, digital, operational and administrative barriers between and within transport modes;
 - ✓ results of the **performance monitoring** of rail freight traffic undertaken by the rail freight governance, in particular in view of reaching the operational rail freight priorities;
 - ✓ identification of measures in **urban nodes**;
 - ✓ priorities for the development of the corridor;
 - ✓ analysis of the possible impacts of **climate change** on the infrastructure and, where appropriate, proposed measures to enhance **resilience** to climate change;
 - ✓ measures to be taken in order to mitigate greenhouse gas emissions, noise and other negative **externalities**.

Implementing Acts

- Commission **shall adopt implementing** acts for the implementation of each European Transport Corridor.
- Implementing act shall cover **main cross-border sections as well as a limited number of other specific projects on national sections** which are key for the functioning of the Corridor in order to implement **missing links** or to **remove major bottlenecks**.
- **Selection of projects** to be included in the implementing acts shall build on the analysis as agreed with Member States in the first work plan of the European Coordinators.
- Aim: 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.
- Commission may also adopt implementing acts for for the implementation of **single cross-border sections**, or for the implementation of the **horizontal priorities** of the TEN-T.
- To be elaborated in close collaboration with the Member States concerned and **updated every four years or upon the request of those Member States**.

Alignment of national plans with Union transport policy

- Member States 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: work plans of Coordinators and implementing acts to be taken into account!
- Commission may issue an opinion on the coherence of draft national plans and programmes with TEN-T priorities, work plans and implementing acts

Delay in the completion of TEN-T

In the event of significant delay in starting or completing work on the TEN-T compared to the initial expected timeline set in the implementing acts:

- Commission may ask the Member States to provide the **reasons for the delay** and consult Member States concerned in order to resolve the problem that caused the delay
- Commission may issue **recommendations** in view of eliminating the delay and/or preventing further delays



European
Commission

Next steps

TEN-T Revision: what next?

- Final votes in the Parliament (April)
- Entry into force of the Regulation in May 2024
- Preparation of the future CEF (2028+): new TEN-T Regulation as a basis to assess the investments needs; report of the TEN-T Coordinators in Spring 2024
- Resilience of infrastructure – Climate adaptation: study to analyse the impact of climate change on infrastructure, to evaluate the investments needs and recommend measures to adapt the infrastructure
- Decarbonised construction of transport infrastructure: two high level working groups chaired by M. Bergmeister (academic group) and M. Cox (industry group)

Connecting Europe Days: 2-5 April 2024

Launch of the new TEN-T !!

Connecting Europe Days 2-5 April 2024 in Brussels

https://transport.ec.europa.eu/connectingeuropedays_en



Thank you

TEN-T revision background:

https://transport.ec.europa.eu/transport-themes/infrastructure-and-investment/trans-european-transport-network-ten-t/ten-t-revision_en

The provisional agreement and related annexes (maps):

https://transport.ec.europa.eu/news-events/news/provisional-agreement-more-sustainable-and-resilient-trans-european-transport-network-brings-europe-2023-12-19_en