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Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	2021/0420(COD) Procedure completed, awaiting publication in Official Journal
Trans-European transport network Amending Regulation 2010/913 <a href="#">2008/0247(COD)</a> Repealing Regulation 2013/1315 <a href="#">2011/0294(COD)</a> Amending Regulation 2021/1153 <a href="#">2018/0228(COD)</a>	
Subject 3.20.11 Trans-European transport networks	
Legislative priorities <a href="#">Joint Declaration 2023-24</a> <a href="#">Joint Declaration 2022</a>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 <a href="#">Transport and Tourism</a>		28/04/2022
		 <a href="#">THALER Barbara</a>	28/04/2022
		 <a href="#">RIQUET Dominique</a>	
		Shadow rapporteur	
		 <a href="#">GARCÍA MUÑOZ Isabel</a>	
		 <a href="#">DALUNDE Jakop G.</a>	
		 <a href="#">ZĪLE Roberts</a>	
		 <a href="#">CAMPOMENOSI Marco</a>	
		 <a href="#">KOUNTOURA Elena</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
 <a href="#">Budgets</a>		The committee decided not to give an opinion.	
 <a href="#">Environment, Public Health and Food Safety</a>		The committee decided not to give an opinion.	
 <a href="#">Industry, Research and Energy</a>		The committee decided not to give an opinion.	
 <a href="#">Internal Market and Consumer Protection</a>			14/02/2022
		 <a href="#">DE MEO Salvatore</a>	



Council of the European Union  
European Commission

Commission DG

Commissioner

[Mobility and Transport](#)

VĂLEAN Adina-Ioana

European Economic and  
Social Committee  
European Committee of the  
Regions

## Key events

14/12/2021	Legislative proposal published	<a href="#">COM(2021)0812</a>	Summary
07/03/2022	Committee referral announced in Parliament, 1st reading		
13/04/2023	Vote in committee, 1st reading		
13/04/2023	Committee decision to open interinstitutional negotiations with report adopted in committee		
14/04/2023	Committee report tabled for plenary, 1st reading	<a href="#">A9-0147/2023</a>	Summary
17/04/2023	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
19/04/2023	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
14/02/2024	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	<a href="#">PE759.003</a> GEDA/A/(2024)000889	
24/04/2024	Decision by Parliament, 1st reading	<a href="#">T9-0317/2024</a>	Summary
13/06/2024	Act adopted by Council after Parliament's 1st reading		
13/06/2024	Final act signed		

## Technical information

Procedure reference	2021/0420(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
	Amending Regulation 2010/913 <a href="#">2008/0247(COD)</a> Repealing Regulation 2013/1315 <a href="#">2011/0294(COD)</a> Amending Regulation 2021/1153 <a href="#">2018/0228(COD)</a>
Other legal basis	Rules of Procedure EP 159

Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
Stage reached in procedure	Procedure completed, awaiting publication in Official Journal
Committee dossier	TRAN/9/08005

### Documentation gateway

Legislative proposal		<a href="#">COM(2021)0812</a>	14/12/2021	EC	Summary
Document attached to the procedure		SEC(2021)0435	15/12/2021	EC	
Document attached to the procedure		SWD(2021)0472	15/12/2021	EC	
Document attached to the procedure		SWD(2021)0473	15/12/2021	EC	
Document attached to the procedure		SWD(2021)0471	15/12/2021	EC	
Economic and Social Committee: opinion, report		<a href="#">CES6389/2021</a>	23/03/2022	ESC	
Committee opinion	IMCO	<a href="#">PE730.131</a>	14/07/2022	EP	
Supplementary legislative basic document		<a href="#">COM(2022)0384</a>	27/07/2022	EC	Summary
Committee draft report		<a href="#">PE736.593</a>	10/10/2022	EP	
Committee of the Regions: opinion		<a href="#">CDR1228/2022</a>	11/10/2022	CofR	
Amendments tabled in committee		<a href="#">PE738.648</a>	16/11/2022	EP	
Amendments tabled in committee		<a href="#">PE738.702</a>	16/11/2022	EP	
Amendments tabled in committee		<a href="#">PE738.716</a>	17/11/2022	EP	
Amendments tabled in committee		<a href="#">PE738.715</a>	22/11/2022	EP	
Amendments tabled in committee		<a href="#">PE739.613</a>	01/12/2022	EP	
Committee opinion	REGI	<a href="#">PE736.359</a>	05/12/2022	EP	
Amendments tabled in committee		<a href="#">PE738.577</a>	25/01/2023	EP	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A9-0147/2023</a>	14/04/2023	EP	Summary
Coreper letter confirming interinstitutional agreement		GEDA/A/(2024)000889	09/02/2024	CSL	
Text agreed during interinstitutional negotiations		<a href="#">PE759.003</a>	09/02/2024	EP	
Text adopted by Parliament, 1st reading/single reading		<a href="#">T9-0317/2024</a>	24/04/2024	EP	Summary
Draft final act		00056/2024/LEX	13/06/2024	CSL	

### Additional information

Research document	<a href="#">Briefing</a>	15/03/2022
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## Trans-European transport network

PURPOSE: to revise the trans-European transport network guidelines to align them with the European Green Deal objectives and the climate targets of the EU Climate Law.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the TEN-T is an EU-wide network of rail, inland waterways, short-sea shipping routes, and roads. It connects 424 major cities with ports, airports and railway terminals. Transport emissions represent around 25% of the EU's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90% reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition.

The proposed TEN-T revision seeks to build a reliable, seamless and high quality trans-European transport network which ensures sustainable connectivity throughout the European Union without physical gaps, bottlenecks or missing links by 2050. This network will contribute to the good functioning of the internal market, to the economic, social and territorial cohesion of the EU territory and to the European Green Deal objectives. It should be gradually developed in steps, with intermediate deadlines in 2030 and 2040.

CONTENT: the proposed regulation establishes revised guidelines for the development of a trans-European transport network consisting of the comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network. It identifies: (a) European Transport Corridors of highest strategic importance on the basis of priority sections of the trans-European transport network; (b) projects of common interest and specifies the requirements to be complied with for the development and implementation of the infrastructure of the trans-European transport network.

The main changes made by the proposal compared to the 2013 Regulation concern the following:

- high infrastructure standards for all modes applied throughout the entire network;
- a new intermediary deadline of 2040 to advance the completion of major parts of the network ahead of the 2050 deadline that applies to the wider, comprehensive network;
- stronger synergies between infrastructure planning and the operation of transport services. Examples include higher speeds for train services across the TEN-T network (160 kilometres per hour for passenger services and 100 kilometres per hour for freight), maximum waiting times at borders of 15 minutes for rail freight. Another example is guaranteed good navigation status per river basin on the inland waterways on the TEN-T network;
- requirements for the deployment, across the TEN-T network, of the charging and refuelling infrastructure needed for alternative transport fuels. This would mean sufficient charging capacity for cars, vans and trucks at 60 kilometres distance in each direction by 2025 on the core network and by 2030 for the extended core and comprehensive networks;
- providing safe and secure parking areas for commercial drivers, equipped with alternative fuels infrastructure;
- use of innovative technologies like 5G to further advance the digitalisation of transport infrastructure, further increasing efficiency, and improving the safety, security and resilience of the network;
- increased resilience of the TEN-T network to natural and human-made disasters and efficient and fast deployment of emergency and rescue services, including for persons with disabilities or reduced mobility;
- the requirement for 424 major cities on the TEN-T network to have sustainable urban mobility plans by 2025, to align their mobility developments on the TEN-T network;
- more transshipment hubs and multimodal passenger terminals in cities to facilitate multimodality, in particular for the last mile of a passenger or freight journey;
- connect large airports to rail, where possible high-speed rail;
- making it possible network-wide for lorries to be transported by trains.

#### Annexes

The proposal revises the annexes to contain detailed maps of the core, extended core and the comprehensive network, lists of transport and urban nodes in the scope of this Regulation as well as the definition of alignment and maps of the European Transport Corridors. It furthermore contains indicative maps for the neighbouring countries.

#### Budgetary implications

The administrative costs relative to the baseline have been estimated as being moderate. Expressed as present value over 2021-2050, administrative costs for the public authorities have been estimated at EUR 25.4 million (i.e. EUR 15.8 million for the European Commission and EUR 9.6 million for Member States public authorities).

In addition, the largest part of investments is estimated to originate from public funding (national public funds, EU funds) and would amount to EUR 244.2 billion relative to the baseline, expressed as present value over 2021-2050.

## Trans-European transport network

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The Commission presented this amended 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.

As a reminder, Regulation (EU) 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T) sets out a European-wide multimodal network of railways, inland waterways and short-sea shipping routes which are linked to urban nodes, maritime and inland ports, airports and terminals across the European Union. The network provides a solid foundation towards building the arteries that are needed for smooth passenger and freight transport flows in and across Europe.

To help tackle the increasing challenges of climate change and the need for greater resilience of the Unions transport infrastructure following the crippling effects of the COVID-19 pandemic, the Commission adopted on 14 December 2021 a legislative proposal which revises the TEN-T Regulation of 2013. However, since the adoption of the revised guidelines, the resilience of the European transport network has been put to the test yet again by the devastating impact of Russias war of aggression against Ukraine. This has redefined the geopolitical landscape, bringing to the surface our vulnerability to unforeseen disruptive events beyond the Unions borders. Its major impacts on global markets, such as global food security, has highlighted the fact that the Unions internal market and its transport network cannot be viewed in isolation when it comes to shaping Union policy. Better connections with the EU neighbouring partner countries are more than ever needed.

CONTENT: the present amended proposal aims to introduce the following changes to the legislative proposal of 14 December 2021:

- as an immediate response to the requested action communicated in the Solidarity Lanes Communication, an extension of four European Transport Corridors to Ukraine and Moldova is proposed, based on the indicative maps of the core network in these two countries. This regards notably an extension of the North-Sea Baltic Corridor via Lviv and Kyiv to Mariupol, the extension of the Baltic-Black-Aegean Sea Corridor to Odesa via Lviv and via Chi?in?u as well as an extension of the Baltic Sea-Adriatic Sea and the Rhine-Danube Corridors to Lviv;
- in view of the current geopolitical context, an orientation towards and expansion of the trans-European transport network in Russia and Belarus is no longer valid or desirable. It is therefore proposed to remove the indicative maps of the trans European transport network in Russia and Belarus from Annex IV. However, in case of a democratic transition in Belarus building and upgrading the countrys cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation;
- improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of EU Member States. Connections currently exist from Finland, Estonia, Latvia, Lithuania and Poland to these two third countries. To reflect the lesser priority in building and upgrading those last-mile connections, it is proposed to downgrade the last miles of all cross-border connections currently on the core network to the comprehensive network for which only a later deadline of implementation of 2050 is provided for;
- lastly, several Member States have a railway network with a different nominal track gauge than the European standard nominal track gauge of 1 435 mm. The countries concerned are Ireland (1 600 mm gauge), Finland (1 524 mm gauge), Estonia, Latvia and Lithuania (1 520 mm gauge) and Portugal and Spain (1 668 mm gauge). Such differences in railway track gauge considerably restrict rail interoperability across the European Union as has been demonstrated by the current crisis in Ukraine and its problems in exporting grains by rail due to its different track gauge. It is therefore proposed, for all Member States with a land rail connection with other Member States, to include a requirement to develop all new TEN-T railway lines with a European standard nominal track gauge of 1 435 mm and also to develop a migration plan towards this European standard nominal track gauge for all existing lines of the European Transport Corridors.

## Trans-European transport network

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The Committee on Transport and Tourism adopted the report by Barbara THALER (EPP, AT) and Dominique RIQUET (Renew Europe, FR) on the proposal for a regulation of the European Parliament and of the Council 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.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

### Objectives of the trans-European transport network

According to Members, the trans-European transport network should strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It should demonstrate European added value by contributing to:

(a) sustainability through: (i) the contribution to the deployment of decarbonisation technologies, including through alternative fuels infrastructure, and optimisation of synergies; (ii) promotion of active modes infrastructure;

(b) efficiency through: (i) the interoperability of European, national, regional and local transport networks through common European technical and operational rules and standards, technical equipment requirements, staff certification, including such as the use of a single Union-wide language for cross-border rail transport; (ii) optimisation of the capacity of the rail network; (iii) continuous and efficient maintenance programmes; (iv) greater coordination on infrastructure works between Member State for cross-border projects; (v) eliminating bottle-necks sections, in particular for cross-border links.

### Resource-efficient, resilient network and environmental protection

The trans-European transport network should be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through: (i) the development and application of common European rules for implementation of common projects especially in cross border sections; (ii) the optimisation of infrastructure integration and interconnection in order to foster multimodality; (iii) the taking into account of possible synergies with other networks, including active modes, in particular the transEuropean energy or telecommunication networks including the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning; (iv) synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility.

### Sustainable transport

The report advocated for unified technical and operational standards for each transport mode and stressed that intermodal transport should be primarily done by rail, inland waterways or short-sea shipping, while any initial and/or final legs can be carried out by road. This should translate into fully electrified railways in the core TEN-T network, running with at least of 160 km/h passenger and 100 km/h cargo trains, which could cross internal EU borders in less than 15 minutes by the end of 2030.

### Cooperation with third countries

The report noted that the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to external transport should be created in the CEF III, in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment.

That new financial envelope shall be at least 30 % of the amount of the current CEF programme and should be provided under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.

#### General priorities for the European Transport Corridors

In the development of the European Transport Corridors, general priority should be given to measures that are necessary for: (i) the deployment of ICT systems on all modes on the network in order to ensure an efficient use of the infrastructure; (ii) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, as well as the improvement of trans European transport infrastructure on the territory of neighbouring countries.

#### Urban nodes requirements

Given the import role played by urban nodes, Members set out provisions to ensure that capacity bottlenecks and insufficient connectivity within urban nodes do not hamper multimodality along the TEN-T, while fully taking into account the divers challenges of each urban node and the principle of subsidiarity.

Lastly, Member States are called on to adopt sustainable urban mobility plans by the end of 2025 to integrate different transport modes, including cycling or active mobility, reduce congestion and improve road safety. This plan should become one of the conditions to get EU funding.

## Trans-European transport network

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The European Parliament adopted by 567 votes to 35, with 29 abstentions, a legislative resolution 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.

The European Parliaments position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

#### Objectives of the trans-European transport network

The trans-European transport network should demonstrate European added value by contributing to the objectives laid down in the following four categories:

(1) Sustainability through: (i) the promotion of zero and low emission mobility; (ii) a greater use of more sustainable modes of transport, in particular by further developing an interoperable long-distance rail passenger network, including at high speed, and an interoperable rail freight network, a reliable inland waterway and short-sea shipping network for passengers and freight across the Union; (iii) increased environmental protection; (iv) the reduction of negative externalities, including those related to the environment, climate, health, congestion and accidents, for instance by means of eco-incentives schemes;

(2) Cohesion through: (i) accessibility and connectivity of all regions of the Union, paying particular attention to outermost regions and other remote, insular, peripheral and mountainous regions, as well as sparsely populated areas; (ii) the reduction of infrastructure quality gaps, and the promotion of interoperability between digital systems of all transport modes, with adequate network capacity between regions and Member States;

(3) Efficiency through: (i) the removal of infrastructure bottlenecks and the bridging of missing links, both within transport infrastructures and at connecting points between them, within Member States' territories and between them, in particular at cross-border sections, and connecting, where appropriate, to the trans-European transport network in third countries;

(4) Increasing the benefits for its users through: (i) ensuring the accessibility for users and meeting their mobility and transport needs, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions.

The trans-European transport network should be gradually developed in three steps: (a) the completion of a core network by 31 December 2030; (b) the completion of an extended core network by 31 December 2040; and,

(c) the completion of a comprehensive network by 31 December 2050.

#### European Transport Corridors

The nine European Transport Corridors specified in the maps set out in Annex III are, namely: (i) Atlantic; (ii) Baltic Sea Black Sea Aegean Sea; (iii) Baltic Sea Adriatic Sea; (iv) Mediterranean; (v) North Sea Rhine Mediterranean; (vi) North Sea Baltic; (vii) Rhine Danube; (viii) Scandinavian Mediterranean; (ix) Western Balkans Eastern Mediterranean.

#### Transport infrastructure requirements for the comprehensive network

Member States should ensure that, by 31 December 2050, the railway infrastructure of the comprehensive network, except certain connections: (i) is fully electrified as regards line tracks and; and (ii) enables, without special permission, the operation of freight trains with a train length of at least 740 m (including the locomotive or locomotives).

#### Transport infrastructure requirements for the core network and the extended core network

Member States should ensure that, by 31 December 2040:

- for rail sections linking the multimodal freight terminals of two urban nodes or the multimodal freight terminal of an urban node and a border crossing point, over 75 % of the length of each rail section, is designed for a speed of at least 100 km/h for freight trains on the freight lines of the extended core network;

- for rail sections linking the multimodal passenger hubs of two urban nodes or the multimodal passenger hubs of an urban node and a border crossing point, over 75 % of the length of each rail section is designed for a speed of at least 160 km/h for passenger trains on the passenger lines of the extended core network.

The Rail Freight governance should make all possible efforts to ensure by 31 December 2030, that the dwelling time of freight trains crossing a border between two Member States does not exceed 25 minutes on average and that most trains crossing at least one border of a European Transport Corridor arrive at their destination or at the external Union border at their scheduled time or with a delay of less than 30 minutes.

Member States should, by 31 December 2040, ensure the development of safe and secure parking areas along the roads of the core network and extended core network, or within 3 km driving distance from the nearest exit of the road of the trans-European network, with an average maximum distance of 150 km between two such areas, providing sufficient parking space for commercial vehicles.

Major European airports (processing more than 12 million annual passengers) will be connected to the trans-European railway network.

End cooperation with Russia - focus on Ukraine

Because of Russias war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation between the Union and Russia and Belarus in the field of the trans-European transport network policy is neither appropriate or in the interest of the Union. Hence, the trans-European transport network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of the Member States.

The new geopolitical context arising from Russias war of aggression against Ukraine showed how important seamless transport connections are within the Unions territory and with neighbouring countries.

A railway track gauge different from that of the European standard nominal track gauge of 1 435 mm severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines of the core network or extended core network should therefore be built in European standard nominal track gauge of 1 435 mm.

Military mobility

EU governments should take into account military needs (weight or size of military transport) when constructing or upgrading infrastructure that overlaps with military transport networks, to ensure the seamless transfer of troops and equipment. Within one year after the entry into force of the rules, the Commission should conduct a study on short-notice large-scale movements across the EU, to facilitate military mobility planning.

Transparency					
THALER Barbara	Rapporteur		TRAN	13/12/2023	EC
THALER Barbara	Rapporteur		TRAN	28/11/2023	EESC
THALER Barbara	Rapporteur		TRAN	28/11/2023	ÖBB-Holding AG
THALER Barbara	Rapporteur		TRAN	16/11/2023	Climanomics CIPRA Land Tirol
THALER Barbara	Rapporteur		TRAN	15/11/2023	ÖBB-Holding AG
THALER Barbara	Rapporteur		TRAN	13/11/2023	Wirtschaftskammer Kärnten CINEA
RIQUET Dominique	Rapporteur		TRAN	08/11/2023	Régie Autonome des Transports Parisiens
THALER Barbara	Rapporteur		TRAN	17/10/2023	Czech Ministry of Transport
THALER Barbara	Rapporteur		TRAN	11/10/2023	Wirtschaftskammer Kärnten
THALER Barbara	Rapporteur		TRAN	02/10/2023	EC
KATAINEN Elsi	Member	04/12/2023			Kokkola city and port
BILBAO BARANDICA Izaskun	Member	19/06/2023			Gobierno Vasco
DEPARNAY-GRUNENBERG Anna	Member	04/05/2023			Main Line for Europe
BILBAO BARANDICA Izaskun	Member	12/04/2023			RENFE
PEKKARINEN Mauri	Member	29/03/2023			City of Kokkola Port of Kokkola

BILBAO BARANDICA Izaskun	Member	07/03/2023	Puerto de Motril y Cámara de Comercio
BILBAO BARANDICA Izaskun	Member	30/01/2023	Sector ferrocarril español
ERTUG Ismail	Member	18/01/2023	Community of European Railway and Infrastructure Companies
BILBAO BARANDICA Izaskun	Member	30/11/2022	Parlamento cantabria
BILBAO BARANDICA Izaskun	Member	30/11/2022	Parlamento Cantabria