

Revision of the TEN-E Regulation

Regulation (EU) No 347/2013 on guidelines for trans-European energy infrastructure

This briefing is one in a series of implementation appraisals produced by the European Parliamentary Research Service (EPRS) on the operation of existing EU legislation in practice. Each briefing focuses on a specific EU law that is likely to be amended or reviewed, as envisaged in the European Commission's annual work programme. Implementation appraisals aim at providing a succinct overview of publicly available material on the implementation, application and effectiveness to date of specific EU law, drawing on input from EU institutions and bodies, as well as external organisations. They are provided by the Ex-Post Evaluation Unit of EPRS to assist parliamentary committees in their consideration of new European Commission proposals, once tabled.

SUMMARY

Set up in the 1990s, the trans-European networks are now a key part of EU policy in the fields of transport, telecommunications and energy.

In this context, the trans-European energy network approach, with its cornerstone legislation – Regulation (EU) No 347/2013 (the TEN-E Regulation) – identifies, supports and prioritises the implementation of projects of common interest (PCIs), with a view to achieving a resilient trans-European energy network.

The TEN-E policy legal framework is currently facing the major challenge of the climate neutrality objective included in the European Green Deal. In order to rise to this challenge, but also to address new technological developments, the European Commission has launched a process to revise the TEN-E Regulation.

The new proposal is expected by the end of the year.

1. Background

Back in the 1990s, the Treaty of Maastricht envisaged the establishment and development of trans-European networks (TENs) in the fields of transport, telecommunication and energy, while the Treaty on the Functioning of the European Union (TFEU) dedicates a whole title to TENs (Title XVI), stating in its Article 170 that the EU should contribute to their establishment and development, and promote the interconnection and interoperability of national networks, as well as access to these networks (Article 170(2)).

The general objective of TEN policy is to contribute to the consolidation of the internal market, and economic and social cohesion, by means of coordinated improvement of Europe-wide networks in the areas of transport, telecommunications and energy.

Since its adoption, TEN policy has evolved continuously and adapted to a number of challenges and developments, both in the transport field (such as technological development, new transport needs, liberalisation), and at geo-political level (EU enlargements). Key stages in this evolution are highlighted below.

Trans-European transport network (TEN-T). The TEN-T was adopted by the European Parliament and the Council in 1996 by means of Decision 1692/96/EC on Community guidelines for the development of the trans-European transport network.¹ The decision establishes 'the guidelines covering the objectives, priorities and broad lines of measures envisaged in the area of the trans-European transport network' and identifies 'projects of common interest' (Article 1), in order to integrate 'land, sea and air transport infrastructure networks' (Article 2). The transport network refers to 'transport infrastructure, traffic management systems and positioning and navigation systems' (Article 3).

The 1996 guidelines were revised in 2004, in an attempt to address both delays and financing problems and new environmental challenges. Some of the novelties introduced in the following years included: the concept of 'motorways of the sea' – the maritime pillar of the TEN-T, i.e. new intermodal maritime-based logistics chains; appointment, by the European Commission, of 'European coordinators' (2005), acting as 'go-betweens' for national decision-making authorities, transport operators, users, and representatives of civil society; creation of a new European agency (2006) – the Trans-European Transport Network Executive Agency (TEN-T EA), responsible for the technical and financial management of projects led by the European Commission (in 2014, the agency was replaced by the Infrastructure and Networks Executive Agency (INEA).

Current TEN-T policy is based on Regulation (EU) No 1315/2013,² which covers integrated and comprehensive networks, the dual structure for EU transport routes and TEN-T corridors.

The integrated and comprehensive networks are focused on bridging links and consolidating interoperability between different modes of transport, and between regional and national transport infrastructures, across all Member States.

The dual structure introduced by the current TEN-T policy includes the **core network**, intended to make the most important connections and link the most important nodes by 2030, and the **comprehensive network**, which should cover all EU regions by 2050.

Nine intermodal [network corridors](#) have been defined within the core network, as well as two horizontal priorities: the [European Rail Traffic Management System \(ERTMS\)](#) and [Motorways of the Sea](#), all this under the supervision of the European coordinators.

In April 2019, the Commission launched a [review of TEN-T policy](#).

Telecommunications network (eTEN). An integrated services digital network (EURO-ISDN) was established in 1995 as part of TEN policy, under Decision No 2717/95/EC.³ The guidelines set up by the decision refer to objectives, priorities and projects of common interest allowing for new services based on the EURO-ISDN,⁴ and in particular the future European broadband communications network. EURO-ISDN also laid the foundations for the eTEN programme, the main instrument of the

TEN-T – Infrastructure and investment

The EU aims to build a modern integrated transport system that strengthens the EU's global competitiveness and is able to meet the challenges linked to sustainable, smart and inclusive growth. The first step towards that goal is ensuring a well-functioning infrastructure that can transport people and goods efficiently, safely and sustainably. In 2017, the EU's physical infrastructure counts over 217 000 km of railways, 77 000 km of motorways, 42 000 km of inland waterways, 329 key seaports and 325 airports.

Source: European Commission [website](#).

'[eEUROPE 2005](#): An information society for all' action plan, whose aim was to make information and communication technologies as widespread as possible.

The guidelines for the trans-European telecommunications networks (formerly TEN-Telecom, currently eTEN) were laid down in 1997 in Decision No 1336/97/EC,⁵ and repealed in 2014 by Regulation (EU) No 283/2014.⁶ The guidelines aim at ensuring the timely deployment and interoperability of the telecommunication network through projects of common interest, whose general objectives include: 'the development and construction of new infrastructures and services,' and 'the upgrading of existing infrastructures and services, in the transport, telecommunications and energy sectors' (Article 3 of Regulation (EU) No 1316/2013 establishing the [Connecting Europe Facility](#)).⁷

In 2017, Regulation (EU) 2017/1953⁸ amended the 2014 regulation by introducing the [Wifi4EU initiative](#), aimed at providing free wi-fi access for citizens in public spaces throughout the EU.

Trans-European energy networks (TEN-E). Similar to the transport and telecommunications sectors, the energy sector began to take shape in the 1990s, on the basis of a number of guidelines that identified projects of common interest combined with sectoral objectives. The original Decision No 1254/96/EC⁹ has been revised several times, and the current guidelines for the trans-European energy infrastructure were established by Regulation (EU) No 347/2013.¹⁰

The general objective of TEN-E policy is to link the energy infrastructure of EU countries. In practice, this has involved the establishment of nine priority corridors and three priority areas. Both the corridors and the thematic areas aim at helping Member States develop connected energy networks and access funding, also taking into account isolated energy markets (in order to link them to central regions and improve their infrastructure) and renewable energy (to help build it into the grid).

The nine corridors are composed of four electricity corridors, four gas corridors and one oil corridor, as presented below:

TEN-E priority corridors	
Electricity corridors	
North seas offshore grid (NSOG)	<i>Integrated offshore electricity grid development and related interconnectors in the North Sea, Irish Sea, English Channel, Baltic Sea and neighbouring waters to transport electricity from renewable offshore energy sources to centres of consumption and storage and to increase cross-border electricity exchange</i>
North-south electricity interconnections in western Europe (NSI West Electricity)	<i>Interconnections between EU countries in this region and the Mediterranean area including the Iberian peninsula, in particular to integrate electricity from renewable energy sources and reinforce internal grid infrastructure to promote market integration in the region</i>
North-south electricity interconnections in central eastern and south eastern Europe (NSI East Electricity)	<i>Interconnections and internal lines in north-south and east-west directions to complete the EU internal energy market and integrate renewable energy sources.</i>
Baltic energy market interconnection	<i>Interconnections between Member States in the Baltic region and strengthening of the internal grid infrastructure, to end the energy isolation of the Baltic States and foster</i>

plan in electricity (BEMIP Electricity)	<i>market integration; this includes working towards the integration of renewable energy in the region</i>
Gas corridors	
North-south gas interconnections in western Europe (NSI West Gas)	<i>Gas infrastructure for north-south gas flows in western Europe to further diversify routes of supply and increase short-term gas deliverability</i>
North-south gas interconnections in central eastern and south eastern Europe (NSI East Gas)	<i>Gas infrastructure for regional connections between and within the Baltic Sea region, Adriatic and Aegean Seas, eastern Mediterranean Sea and Black Sea, and for enhancing diversification and security of gas supply</i>
Southern gas corridor (SGC)	<i>Infrastructure for the transmission of gas from the Caspian Basin, Central Asia, Middle East and eastern Mediterranean Basin to the EU to enhance diversification of gas supply</i>
Baltic energy market interconnection plan in gas (BEMIP Gas)	<i>Gas infrastructure to end the isolation of the three Baltic States and Finland and their dependency on a single supplier, to reinforce internal grid infrastructures, and increase diversification and security of supplies in the Baltic Sea region</i>
Oil corridor	
<i>Oil supply connections in central eastern Europe (OSC)</i>	<i>Interoperability of the oil pipeline network in central eastern Europe to increase security of supply and reduce environmental risks</i>

Source: European Commission [website](#).

The three TEN-E priority thematic areas are:

- smart grids deployment – increase deployment of smart grids to help integrate renewable energy and enable consumers to regulate their energy consumption more effectively;
- electricity highways – construction of electricity highways – large grids that allow electricity to be transported over long distances across Europe (e.g. from wind farms in the North and Baltic Seas to storage facilities in Scandinavia and the Alps); and
- the cross-border carbon dioxide network – development of transport infrastructure for captured CO₂ through dedicated thematic groups.¹¹

Adopted in 2013, Regulation (EU) No 347/2013 is one of a number of adjustments made to the guidelines framing the trans-European energy network since it was first established. Aimed at encouraging and strengthening the development of cross-border energy infrastructure in the EU, the regulation seeks in particular to reach a number of specific objectives, set out in its Article 1: identifying projects of common interest necessary to implement priority corridors and areas falling under the energy infrastructure categories in electricity, gas, oil, and carbon dioxide ('energy infrastructure categories'); facilitating the timely implementation of projects of common interest by streamlining, coordinating more closely, and accelerating permit-granting processes and enhancing public participation; providing rules and guidance for the cross-border allocation of costs and risk-related incentives for projects of common interest; and determining the conditions for projects of common interest to be eligible for EU financial assistance.

The regulation also provides for reporting on and evaluation of the implementation of projects of common interest (PCIs). According to Article 17, a report was to be presented to the European Parliament and the Council by 'no later than 2017'.

Connecting Europe Facility. The EU's TEN policy refers to both construction and improvement of physical infrastructure in the three sectors (transport, telecommunications and energy) and research and innovation. Several EU funding instruments can be used,¹² to help Member States implement this policy, covering both dimensions (infrastructure and research). In addition to the existing instruments, a specific financial tool has been created to support strategic investment in transport, energy and digital infrastructure, namely the [Connecting Europe Facility](#) (CEF).

In the energy sector, the facility 'is engineered to address both groups of factors behind the investment gap',¹³ namely necessary financing for project promoters, and grants to fill in the gaps in commercial viability of relevant projects.

Managed by the [Innovation and Networks Executive Agency \(INEA\)](#), a second generation CEF will cover the 2021-2027 period.

On 1 October, the EU Member States agreed on a Commission proposal to invest €998 million in key European energy infrastructure projects under the Connecting Europe Facility. This will enable better integration of some national energy markets (Estonia, Latvia, Lithuania and Poland). A smart electricity grid will connect Hungary and Slovakia and the first CEF grant will be made for works on a CO₂ transport project for Belgian and Dutch ports.¹⁴

2. EU-level approaches, reports, evaluation and studies

One of the most challenging developments that the TEN-E policy needs to face is the climate neutrality objective included in the [European Green Deal](#). In this respect, the European Commission is carrying out a multi-step revision process of Regulation (EU) No 347/2013 (TEN-E Regulation), with a view to making the EU energy infrastructure fully consistent with and a driver for the EU's 2050 climate neutrality ambition.¹⁵ The revision process actually began a few years before the adoption of the Green Deal. The process also fits into the broader context of a revised and more integrated European energy policy.

European Commission communication on strengthening Europe's energy networks (2017). The 2017 communication¹⁶ builds on the opportunities provided by the framework strategy for a resilient energy union with a forward-looking climate change policy,¹⁷ indicating 'the way forward in ensuring that infrastructure can play its full part in achieving our energy and climate policy objectives for 2030, and beyond', evaluating 'progress towards achieving the 10% interconnection target' and 'looking ahead towards the target for 2030 agreed by the European Council'. At the same time, the communication takes into account the 'clean energy for all Europeans [package](#)', which laid down the legal framework for a clean energy transition.

Noting that the TEN-E Regulation 'allowed for a focused approach to identify and to support the realisation of the projects that are essential for well-connected networks across Member States and the internal energy market', the communication points out, however, that 'many projects of common interest are still not on track: regarding both electricity and gas infrastructure, and around half of the projects are facing delays typically during the permitting process or have been rescheduled often because of uncertainty related to commercial viability or future demand'.

The aim of the communication was to suggest 'a new approach and a set of thresholds that would trigger action by Member States, regulators and project promoters to investigate and develop further interconnections to deepen market integration, strengthen security of supply and to ensure the necessary infrastructure will be in place to underpin the achievement of the renewable energy target for 2030'. The concrete means of achieving this implied modernisation of the 'electricity grids embracing digitalisation and making them smarter, allowing for an intelligent coupling of sectors'.

Evaluation of the TEN-E Regulation (2018). In 2017, the European Commission ordered a [study](#) – 'Evaluation of the TEN-E Regulation and assessing the impacts of alternative policy scenarios' – which was published in February 2018. The evaluation task was to 'provide comprehensive support throughout the assessment process, gathering and presenting evidence (through literature study, public consultation, stakeholder survey as well as stakeholder interviews)' in order to help 'evaluate the existing problems and their drivers, to identify and assess different possible policy options to address these, and to come to a view on their comparative advantages and disadvantages'.¹⁸

The overall assessment of the regulation as regards the achievement of its objectives showed that despite progress, positive results, and strengths, a number of weaknesses exist. Although the regulation had a positive impact on the planning of the trans-European energy infrastructure (in particular by its regional approach) and the selection and realisation of PCIs, for instance, it appeared that the permit-granting procedure was complex, difficult and lengthy. The evaluation also indicated that the regulation allowed for use of the common legal framework and instruments, and for better cooperation and coordination among Member States, while being an effective tool in promoting infrastructure developments and contributing to the 2020 climate and energy targets. At the same time, stakeholders considered that the 2013 priority corridors and areas, as well as the eligibility criteria, were no longer in line with developments in the energy system, nor with policy priorities such as the Paris Agreement or the 2050 decarbonisation goals.

However, the evaluation concluded that there was 'no overwhelming evidence' that a revision of the regulation was necessary at that stage. Nevertheless, if revision were to be the means of updating certain elements, the authors of the study suggested that 'the most appropriate instrument should be chosen, in order to have a more flexible and future-proof approach'. They also suggested that certain elements could be improved by means of 'better implementation of the regulation at national level and additional guidance at EU level'.

Inception impact assessment (2019). In its [inception impact assessment](#) (IIA), the European Commission describes the context for the current revision of the TEN-E Regulation as follows: 'On 11 December 2019, the Commission presented its Communication "The European Green Deal" that confirms that the transition to climate neutrality requires smart infrastructure and foresees that the regulatory framework for energy infrastructure, including the Regulation (EU) No 347/2013 on guidelines for trans-European energy infrastructure ("TEN-E Regulation"), needs to be reviewed to ensure consistency with the 2050 climate neutrality objective. Increased cross-border and regional cooperation will contribute to achieving the clean energy transition at affordable prices'.

In 2019, the two European co-legislators had already asked the Commission¹⁹ to carry out an evaluation of the effectiveness and policy coherence of the TEN-E Regulation. In this respect, the Commission formally launched an evaluation of the regulation. According to the IIA, the aim of the evaluation is 'to assess how the TEN-E Regulation as a specific intervention has performed in meeting its objectives'.

The IIA identified four key aspects that needed to be addressed by the revision:

- the fact that the TEN-E Regulation is outdated compared with new technological developments and solutions for decarbonisation of existing power systems;
- the need for an integrated and cross-sectoral approach to network planning, which is not fulfilled by the current legal framework;
- the identification of new opportunities while assessing the interoperability of national networks;
- consideration of simplification and burden reduction opportunities.

The general objective of the revision is 'to ensure that the TEN-E infrastructure framework is a key enabler towards the Union's decarbonisation objectives for 2030 and 2050, as outlined in the European Green Deal, while contributing to sector and market integration, security of supply and competition, as set out in the Commission 2020 work programme. The aim should be the integration of a significant increase in renewable energy in the European energy system while considering the

energy efficiency first principle'.

The IIA also indicates some of the means envisaged to reach the specific objective of making PCIs 'fully contribute to the decarbonisation of the EU energy system', namely 'removing existing barriers for the selection and implementation of sector integration projects that contribute to the closer linking of the electricity and gas sectors, but also other sectors such as industry, heating and transport', while promoting 'the deployment of innovative technologies and infrastructure, such as smart grids, networks for hydrogen and other carbon neutral/renewable gases, carbon capture, storage and utilisation, and energy storage'. In addition, the impact assessment to accompany the new proposal is expected to consider new and updated approaches in several areas, such as: infrastructure categories, priority corridors/thematic areas, selection criteria for PCIs, eligibility and criteria for financial assistance, and governance.

Clean energy for all Europeans package (2019). This new energy framework is built on the principle of 'energy efficiency first' and integrates a comprehensive energy approach at EU level, by taking into consideration businesses and people, economic modernisation and EU energy and climate leadership.

The aim of the package, and its European added value, is to strike the 'right balance between making decisions at EU, national, and local level – because all levels of government are involved. In doing so, we unearth synergies and efficiency gains that could not be found if each EU country acted alone. And yet each country retains its independence to choose its own energy mix and the path it will take to reach its energy and climate targets – but within an EU context and following a common approach'.²⁰

Clean energy for all Europeans

... the most ambitious set of energy proposals ever presented by the European Commission...

... adopted in record time with impressive support from the European Parliament and Council to accelerate the clean energy transition....

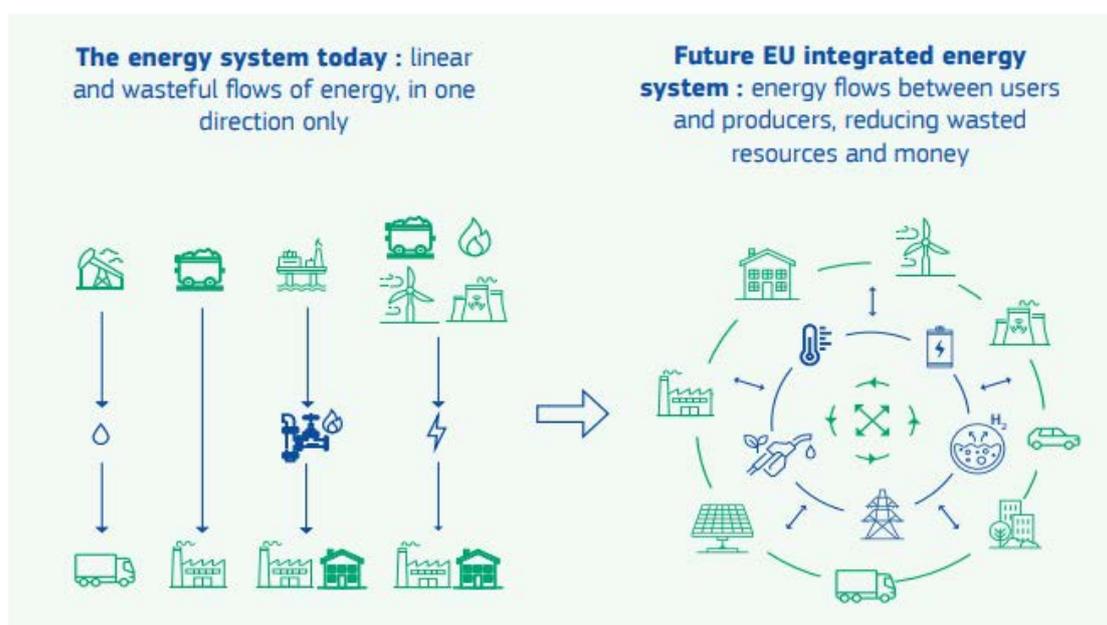
... to give all Europeans access to secure, competitive and sustainable energy...

... making the EU's Energy Union – one of the ten political priorities of the Juncker Commission – a reality.

The package contains both legislative and non-legislative measures. The legislative measures cover energy efficiency, renewable energy, the design of the electricity market, security of electricity supply and governance rules for the energy union. Clean energy innovation and renovation of buildings are also included. As for non-legislative initiatives, special attention is paid to isolated regions and areas.²¹

A revision is expected by June 2021, to align the approach with the 2050 climate neutrality goal and the new 2030 target proposed by the Commission.

EU energy system integration strategy (2020). The strategy is aimed at reforming the current European energy system by making it more efficient, integrated, modern, sustainable and clean.



Source: European Commission, [EU Energy System Integration Strategy](#).

The Commission's vision for an integrated EU energy system involves:

- a more efficient and 'circular' system, where waste energy is captured and re-used;
- a cleaner power system, with more direct electrification of end-use sectors such as industry, heating of buildings and transport; and
- a cleaner fuel system, for hard-to-electrify sectors such as heavy industry and transport.²²

3. European Parliament position/MEPs' written questions

Resolutions of the European Parliament

In July 2020, the European Parliament adopted a [resolution](#) on the revision of the guidelines for the trans-European energy infrastructure, urging the European Commission to update and bring them into line with EU climate policy. The MEPs called on the Commission 'to come forward with a proposal, by the end of 2020 at the latest, for a revision of the TEN-E guidelines that takes account, in particular, of the Union's energy and climate targets for 2030, the Union's long-term decarbonisation commitment, and the energy efficiency first principle', as well as 'to propose transitional guidance on spending under the Connecting Europe Facility and on the selection of projects for the fifth PCI list by the end of 2020 to ensure that spending and selection is in line with commitments made under the Paris Agreement'. Moreover, the resolution pointed out the need to update the PCI criteria, taking into account 'the Union's climate and energy objectives, including the 2050 climate neutrality objective' and 'all five dimensions of the energy union, including the objective of affordability'.

Written questions

Written question by several MEPs (various political groups), 1 July 2020

The question was asked in the context of the revision of the TEN-E Regulation in accordance with the new Green Deal, but also in the recovery context. The issues referred to by the MEPs included how the European Commission would address the decline in general demand for gas, plans to develop a new 10-year network development plan (TYNDP)²³ and the long-term energy scenario in the TEN-E revision and in the transitional provisions for the fifth PCI; and how it would ensure that the fifth list promoted projects that fulfilled sustainability criteria and contributed actively to the EU's short-term recovery.

Answer given by Kadri Simson on behalf of the European Commission

Regarding the first question, the Commission explained that in setting up the fifth list, 'the TEN-E Regional Groups will use a PCI assessment methodology (...) which will include electricity and gas demands in line with the 2030 and 2050 EU energy and climate targets'. As for the second question, the assumptions for the TYNDP would also be revised and aligned with the EU climate goals, and the revision of the TEN-E Regulation would reflect the new infrastructure categories and the involvement of the relevant stakeholders. Finally, the Commission would make an effort to include more projects in the PCI process that could make an immediate contribution to economic recovery (for instance by integrating renewable energy). In addition, an updated sustainability criterion would be used to assess projects to be included on the fifth PCI list.

Written question by Bogdan Rzońca (ECR, Poland), 2 September 2020

The question addressed by Bogdan Rzońca referred to the update of the TEN-E Regulation and projects in the field of gas infrastructure. He asked what were the assumptions of the Commission for the revision of the TEN-E Regulation; if the scope of the new proposal would exclude gas infrastructure; and whether the Commission would take into consideration the equal treatment of all low-carbon technologies. At time of writing, this question has not yet received an answer from the Commission.

4. European Economic and Social Committee

In 2018, in response to the Commission's communication on 'A framework strategy for a resilient energy union',²⁴ the European Economic and Social Committee (EESC) adopted an [opinion](#) that welcomed the communication and highlighted the achievements that the European policy had made possible in the field. Nevertheless, EESC also pointed out that there was still much to be done. In this respect, the EESC made several recommendations, such as: introducing an indicator to monitor the interconnection shares for each geographical area; taking into account indicators monitoring price differences between wholesale markets; monitoring progress on energy networks and renewables; and increasing the financial resources to achieve the targets. At the same time, the EESC encouraged the participation of civil society, considering that 'actively involving organised civil society in the design phases of the interconnection projects could help to mitigate the lack of public support for some projects'.

5. Stakeholders' opinions

Several stakeholders have expressed opinions relating to the revision of the TEN-E Regulation, some of which²⁵ are outlined below.

In a position [paper](#) (June 2020) in reaction to the inception impact assessment on the revision of the TEN-E Regulation, WindEurope made eight key recommendations, including a long-term vision that implies aligning the TEN-E Regulation with new climate and governance challenges; extending and clarifying the scope of the TEN-E Regulation, by, inter alia, including the offshore hybrid projects and more clear eligibility criteria for renewable gases and gas infrastructure repurposing/retrofitting; enhancing implementation by simplifying the permitting procedure and by ensuring ex-post monitoring of the selected projects; and aligning the revision of the TEN-E Regulation with the changes in EU funding instruments.

In June 2020, ACER-CEER²⁶ published a position [paper](#) that 'develops proposals on issues where ACER and CEER, based on the experience of national regulatory authorities (NRAs), clearly see that legislative changes could improve the planning and implementation of electricity and gas infrastructure'. The topics taken into consideration are: improving infrastructure development governance; revising the PCIs scope (revising energy infrastructure categories and simplifying some of them, for instance); and improving the TEN-E process, including, inter alia, more balanced roles and responsibilities.

In a joint [statement](#), DSO Associations (representing Distribution System Operators (DSOs) at EU level – CEDEC, E.DSO, Eurelectric and GEODE) welcomed the Commission's proposal to revise the TEN-E guidelines and pointed out 'the importance of DSOs in the energy transition', which should be reflected in the revised TEN-E Regulation, together with the priorities for the transformation of the distribution systems.

In July 2020, the Bellona Foundation gave [feedback](#) on the consultation run by the European Commission on the revision of the TEN-E Regulation. In the Foundation's opinion, there are urgent needs relating to the deployment of crucial carbon capture and storage (CCS) technologies and the exclusion of unabated fossil fuel infrastructure projects. In this respect, Bellona believes that priority should be given to electricity grid expansion, hydrogen-dedicated infrastructure and CO₂ infrastructure.

6. Consultations and citizens' enquires

Public consultations. From June to July 2019, the European Commission ran a public consultation to assess the effectiveness of the TEN-E guidelines and, more specifically, the EU energy and climate targets for 2030; the EU's long-term decarbonisation commitment; and the principle of prioritising energy efficiency in all planning, policy and investment decisions.²⁷

In parallel, as part of the revision process, the Commission launched a public and a targeted consultation in May 2020 (both closed).²⁸ Furthermore, in June the Commission held four webinars with stakeholders, focusing on: TEN-E infrastructure categories to ensure consistency with the climate neutrality objectives of the Green Deal and digitalisation priorities; selection procedures and criteria for projects of common interest (PCIs); the regulatory toolbox and criteria for Connecting Europe Facility (CEF) financial assistance; and PCI implementation: permitting, monitoring and involving stakeholders.

Ask EP. Over the past two years (2018 to 2020), the Citizens' Enquiries Unit (AskEP) has received two questions relating to Regulation (EU) No 347/2013, from France and from Germany. One request (2019) concerned the regulation and the criteria for PCIs, while in the second (2020) the signatory deplored the fact that EU wanted to continue subsidising oil and gas companies, in a way that was contradictory to the importance that everyone, including the European Parliament, assigned to the need to combat climate change.

MAIN REFERENCES

- European Parliament's Fact Sheets on the European Union, [Trans-European Networks – Guidelines](#), 2020.
- Erbach G., [Framework for achieving climate neutrality](#), EPRS, 2020.
- Pape M., [Connecting Europe Facility 2021-2027: Financing key EU infrastructure networks](#), 2020.
- Pape M. [Measures to advance the realisation of the trans-European transport network. Integrated and faster project procedures](#), EPRS, 2019.
- European University Institute's [website](#), the TEN-E regulation.
- European Investment Bank's [website](#), trans-European networks.

ENDNOTES

- ¹ [Decision No 1692/96/EC](#) of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network, OJ L 228, 9.9.1996, pp. 1–103.
- ² [Regulation \(EU\) No 1315/2013](#) of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU, OJ L 348, 20.12.2013, pp. 1–128.
- ³ [Decision No 2717/95/EC](#) of the European Parliament and of the Council of 9 November 1995 on a set of guidelines for the development of the EURO-ISDN (Integrated Services Digital Network) as a trans-European network, OJ L 282, 24.11.1995, pp. 16–20.
- ⁴ EURO-ISDN is a collection of signalling specifications and other telecom specifications.
- ⁵ [Decision No 1336/97/EC](#) of the European Parliament and of the Council of 17 June 1997 on a series of guidelines for trans-European telecommunications networks, OJ L 183, 11.7.1997, pp. 12–20.
- ⁶ [Regulation \(EU\) No 283/2014](#) of the European Parliament and of the Council of 11 March 2014 on guidelines for trans-European networks in the area of telecommunications infrastructure and repealing Decision No 1336/97/EC, OJ L 86, 21.3.2014, p. 14–26.
- ⁷⁷ [Regulation \(EU\) No 1316/2013](#) of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) No 67/2010, OJ L 348, 20.12.2013, pp. 129–171.
- ⁸⁸ [Regulation \(EU\) 2017/1953](#) of the European Parliament and of the Council of 25 October 2017 amending Regulations (EU) No 1316/2013 and (EU) No 283/2014 as regards the promotion of internet connectivity in local communities, OJ L 286, 1.11.2017, pp. 1–8.
- ⁹ [Decision No 1254/96/EC](#) of the European Parliament and of the Council of 5 June 1996 laying down a series of guidelines for trans-European energy networks, OJ L 161, 29.6.1996, pp. 147–158.
- ¹⁰ [Regulation \(EU\) No 347/2013](#) of the European Parliament and of the Council of 17 April 2013 on guidelines for trans-European energy infrastructure and repealing Decision No 1364/2006/EC and amending Regulations (EC) No 713/2009, (EC) No 714/2009 and (EC) No 715/2009, OJ L 115, 25.4.2013, pp. 39–75.
- ¹¹ According to the European Commission [website](#).
- ¹² The TENs are partly funded by the EU and partly by the Member States. Other EU financial tools include: the [European Fund for Strategic Investment \(EFSI\)](#), which provides financial support for key sectors through financial guarantees; [Horizon 2020](#) (to be succeeded by Horizon Europe), which supports research and development projects; the [European structural and investment funds \(ESIFs\)](#), which give financial support to projects reducing economic and social disparities and promoting sustainable development in 15 cohesion Member States, mainly through the [Cohesion Fund \(CF\)](#); and the [European Regional Development Fund \(ERDF\)](#), focused on strengthening economic and social cohesion in the EU by correcting imbalances between its regions.
- ¹³ For additional information, see the European Commission dedicated [website](#).
- ¹⁴ European Commission, Investing in new energy infrastructure: Green light for EU grants worth nearly €1 billion, [press release](#), October 2020.
- ¹⁵ According to European Commission [website](#).
- ¹⁶ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, Communication on strengthening Europe's energy networks, [COM\(2017\) 718 final](#).
- ¹⁷ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee, the Committee of the Regions, and the European Investment Bank, A Framework Strategy for a Resilient Energy Union with a Forward-Looking Climate Change Policy, /* [COM/2015/080 final](#) */.

- 18 According to the external contractor's [website](#).
- 19 Council of the European Union, [Interinstitutional file](#): 2018/0228(COD), March 2019.
- 20 European Commission, [Clean Energy for all Europeans](#).
- 21 On this topic, see also G. Erbach, [Common rules for the internal electricity market](#), EPRS, European Parliament, 2019 and G. Erbach, [Financing the transition to clean energy](#), EPRS, European Parliament, 2017.
- 22 European Commission, [EU Energy System Integration Strategy](#).
- 23 The TYNDP provides an overview of the European gas infrastructure and its future developments.
- 24 Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee, the Committee of the Regions and the European Investment Bank, A Framework Strategy for a Resilient Energy Union with a Forward-Looking Climate Change Policy, [COM/2015/080 final](#).
- 25 The feedback to the European Commission consultation on the revision of the TEN-E guidelines is available on the relevant pages of the [Commission website](#).
- 26 ACER is the Agency for the Cooperation of Energy Regulators; CEER is the Council of European Energy Regulators. For more information on the two bodies see the [CEER website](#).
- 27 For more details, see the Commission's dedicated [webpage](#).
- 28 For more details, see the Commission's dedicated [webpage](#).

DISCLAIMER AND COPYRIGHT

This document is prepared for, and addressed to, the Members and staff of the European Parliament as background material to assist them in their parliamentary work. The content of the document is the sole responsibility of its author(s) and any opinions expressed herein should not be taken to represent an official position of the Parliament.

Reproduction and translation for non-commercial purposes are authorised, provided the source is acknowledged and the European Parliament is given prior notice and sent a copy.

© European Union, 2020.

eprs@ep.europa.eu (contact)

www.eprs.ep.parl.union.eu (intranet)

www.europarl.europa.eu/thinktank (internet)

<http://epthinktank.eu> (blog)

