

Revision of the trans-European transport network guidelines

OVERVIEW

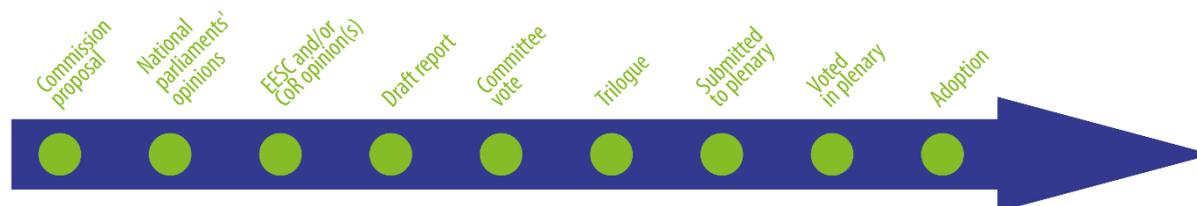
To support its economy, provide mobility for people and goods and ensure the connectivity of all regions, while also limiting negative impacts on climate and environment, the EU has been building a multimodal transport network across its territory: the trans-European transport network (TEN-T). TEN-T construction is supported by EU funding, an example of which is the dedicated Connecting Europe Facility programme.

In December 2021, the European Commission put forward a proposal on the revised TEN-T guidelines, to ensure sustainable connectivity through a reliable and high-quality infrastructure network aligned with the objectives of the European Green Deal. In May 2022, the Commission published an amended proposal, extending transport corridors to Ukraine and Moldova and withdrawing plans that included Russia and Belarus.

On 18 December 2023, Parliament and the Council reached a provisional agreement resulting from interinstitutional negotiations. The agreed text was voted in Parliament on 24 April and in the Council on 13 June 2024. The regulation was published in the Official Journal on 28 June and enters into force on 18 July 2024.

Proposal for a regulation 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

<i>Committee responsible:</i>	Transport and Tourism (TRAN)	COM(2021) 812 14.12.2021
<i>Rapporteurs:</i>	Dominique Riquet (Renew Europe, France); Barbara Thaler (EPP, Austria)	2021/0420(COD)
<i>Shadow rapporteurs:</i>	Isabel García Muñoz (S&D, Spain) Jakop G. Dalunde (Greens/EFA, Sweden) Roberts Zile (ECR, Latvia) Marco Campomenosi (ID, Italy) Elena Kountoura (The Left, Greece)	Ordinary legislative procedure (COD) (Parliament and Council on equal footing – formerly 'co-decision')
<i>Procedure completed.</i>	Regulation 2024/1679 OJ L, 2024/1679, 28.6.2024	



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Introduction

The trans-European transport network (TEN-T) policy seeks to build an effective and multimodal network of railways, roads, inland waterways and short sea shipping routes linked to urban nodes, maritime and inland ports, airports and terminals across the EU territory. The policy is based on the 2013 Union guidelines ([Regulation 1315/2013](#)) that established the technical requirements for the infrastructure and defined the network layout. As TEN-T development advanced, it became apparent that some implementation issues and new challenges, such as the need for resilience to the potential adverse impacts of climate change, needed addressing. After evaluating the TEN-T guidelines and achievements, the Commission submitted a [proposal](#) to adapt the policy in order to ensure the TEN-T's timely completion. In May 2022, the Commission submitted an [amended proposal](#) to reflect the impact of Russia's war against Ukraine.

Existing situation

While the early TEN-T policy mainly supported the implementation of separate transport 'priority axes' in the EU Member States, the 2013 review introduced a systematic EU-wide network approach with a common set of rules for the network's construction and financing. The [network](#) would have two layers: the core network of main routes (to be completed by 2030) and the comprehensive network of connections feeding into the core network (to be finished by 2050). The core network would consist of nine interconnected multimodal transport corridors connecting several countries. Two 'horizontal priorities' were added, the development of maritime connections ([Motorways of the Sea](#)) and the installation of a common European rail traffic management system ([ERTMS](#)).

The 2013 legally binding Union guidelines incorporated the earlier [rail freight corridors](#) into the TEN-T, set mandatory technical specifications for infrastructure development in each transport mode and established priority areas for action. Efforts were to focus on missing links, mainly in cross-border sections, on infrastructure interoperability, on improving multimodal connections and on reducing levels of greenhouse gas emissions from transport. The European Commission later adapted the network layout to reflect the developments in cooperation with third countries, in particular Switzerland, Norway, Turkey and the Western Balkan countries. The TEN-T maritime dimension was strengthened following British withdrawal from the EU.¹

The responsibility for planning, building and maintaining transport infrastructure lies with the Member States, while spatial planning and permit issuing is often handled by regional authorities. To better align national and EU planning, the Commission assigned a European coordinator to each of the nine corridors and the two horizontal priorities. These coordinators facilitate the corridor development, liaise with stakeholders and regularly update corridor work plans. To address the issue of numerous delays, linked among other things to the complexity of permit-granting procedures, the Commission put forward a set of streamlining measures that sought to speed up TEN-T completion, facilitate public procurement in cross-border projects and the involvement of private investors, reduce delays and clarify the rules for public consultations.²

Over time, the EU has complemented national funding of TEN-T projects, the EU has supported TEN-T implementation through the [European structural and investment funds](#), a dedicated funding programme – the Connecting Europe Facility ([CEF](#))³ – instruments such as [InvestEU](#) and interventions from the European Investment Bank ([EIB](#)). In 2021, several Member States also decided to use part of their EU [Recovery and Resilience funding](#) to advance some [TEN-T rail projects](#).

Parliament's starting position

The European Parliament has been a strong advocate of timely TEN-T completion. In 2021, in view of the forthcoming Commission review, Parliament adopted an own-initiative [resolution](#) on the revision of the TEN-T guidelines (Jens Gieseke, EPP, Germany). Calling on Member States to better align their national transport planning with the TEN-T, Parliament also urged the Commission to make use of the powers conferred on it by the TEN-T Regulation, to strengthen its oversight of the network implementation and to enhance the role of the European coordinators in corridor governance.

Acknowledging that the network needs updating, Members stressed that only limited adjustments⁴ and no major changes to the maps should be made until the network is complete. Members also called on the Commission to propose legislation to improve the risk management, resilience and climate adaptation of the core network infrastructure in all modes. To ensure regular and standardised maintenance (of bridges and tunnels in particular), Parliament called for a clear benchmark for quality requirements, for a common EU approach to quality ratings and inspections, and for new ways to fund maintenance. Members also recalled the need to ensure sufficient financing for the comprehensive network, to avoid growing disparities.

As for the more mode-specific issues, Members called for a roadmap to ensure that the rollout of alternative fuels infrastructure on roads is aligned with developments in the automotive industry and long-term vehicle production. They also appealed to the Commission to prioritise cross-border train connectivity and put forward binding measures for rail infrastructure managers to ensure their cross-border cooperation. Observing that the rules on Motorways of the Sea excluded national short sea connections to peripheral regions and islands, Members urged the Commission to include links to ports on the comprehensive network. Stressing the pivotal role of maritime and inland ports, Members insisted that the TEN-T facilitate synergies between transport, energy and digital infrastructure in ports and ensure their connections to rail and road.

Council starting position

While the Council has not adopted any specific conclusions on the TEN-T recently, two legislative processes finalised in mid-2021 give some indication of issues key to Member States.

In the negotiations on the [streamlining measures](#), most of the [changes](#) introduced by the Council were meant to give more flexibility to Member States; some of these changes involved changing the status of the proposed legal instrument from a regulation to a directive, reducing its scope of application and extending the timeframe for determining the designated authority.

The special meeting of the [European Council](#) of 17-21 July 2020 ring-fenced €1.4 billion of the [CEF 2021-2027](#) transport envelope for cross-border railway links between cohesion countries. Further [changes](#) introduced by the Council concerned the different financing thresholds and co-financing rates, specific eligibility requirements for actions adapting the network to civilian-military dual use ('[military mobility](#)'), enlarged scope of the actions eligible for funding and a 'reciprocity provision' for third countries participating in the Connecting Europe Facility.

Preparation of the proposal

The state of implementation of the core network corridors in 2019 was summarised by the Commission in a [progress report](#) as reaching between 70 % and 99 % of compliance in 11 out of 14 indicators for the requirements of the TEN-T Regulation. In the remaining three requirements, compliance was between 16 % and 53 %.

In its preparatory work for the new proposal, the Commission started [reviewing](#) the TEN-T policy in April 2019. It evaluated the guidelines and organised an open public consultation between April and July 2019, which attracted more than 600 responses from citizens and organisations. The analysed results provided input for the evaluation. In the subsequent targeted stakeholder consultation, the Commission specifically focused on urban nodes, the functioning of the core network corridors, infrastructure standards and requirements, quality and resilience as well as digitalisation needs. Another open public consultation was held between February and May 2021, during the impact assessment phase. It had five sections and included both general questions and more specific ones, e.g. on emissions reduction, infrastructure quality and resilience, innovation, digitalisation and automation, as well as possible additional measures.

The European Court of Auditors (ECA) carried out several TEN-T related audits and reviews (of the European [high speed rail network](#), [rail freight transport](#), [ERTMS](#), [maritime transport](#), the [core road network](#), [EU transport infrastructures](#) and [large transport infrastructure projects](#)), each time putting forward a set of recommendations that the Commission had considered in the TEN-T review. For the evaluation, the Commission also relied on two external support studies.⁵

In the 2021 [evaluation](#) of the TEN-T guidelines, the Commission assessed the progress achieved between 2013 and 2020 and towards completing the core network by 2030. While the Commission found that the individual national transport plans varied significantly, overall, the TEN-T objectives had been addressed reasonably well, but there was room for improving implementation through more coherence and commitment.

The Commission deemed the efforts made since 2013 to move from a fragmented 'priority project' approach to a network approach successful, and the alignment of national actions with the common EU objective as one of the main achievements of the TEN-T policy. The Commission also assessed the corridor approach as efficient. In their work plans, European coordinators listed around 1 200 projects along the corridors – worth an overall investment of around €110 billion – as complete. These projects included connections between land, maritime and aviation infrastructure.

The [impact assessment](#) compared three policy options in terms of their economic, social and environmental impacts. The first, most basic option, would update the existing TEN-T infrastructure quality requirements and standards, define the deployment of alternative fuels and intelligent transport systems, set measures to harmonise and streamline the existing monitoring and reporting tools, as well as include a review of the transport network and transport nodes. The second, more ambitious option, would introduce new, more ambitious standards for all transport modes targeting decarbonisation, pollution reduction, digitalisation, resilience and safety of the transport infrastructure system. It would also set specific requirements to manage traffic of passengers and freight to and from cities, to better integrate urban nodes in the TEN-T. The third – the preferred option – would introduce the ambitious standards and requirements as per the second option, but also advance the deadline for the completion of certain standards and network sections from 2050 to 2040. It would also substantially review the TEN-T network design. This option was considered as striking the best balance between the objectives to be achieved and the overall implementation costs. It would also greatly contribute to regional connectivity, by integrating urban nodes and passenger or freight terminals across the whole EU territory, as well as to the resilience and climate change adaptation of the TEN-T infrastructure.

The Commission has also revised and updated the TEN-T [planning methodology](#) and outlined its approach to [extensions](#) to neighbouring third countries.

The changes the proposal would bring

The Commission's [proposal for a regulation](#), which this briefing addresses, is based on Articles 170-172 of the Treaty on the Functioning of the European Union (TFEU), and was listed among the new initiatives (Annex I) in the 2021 Commission [work programme](#). The proposal establishes revised guidelines for developing the TEN-T in three phases: (i) a core network to be completed by 2030 at existing TEN-T standards; (ii) an **extended core** network to be completed by 2040 according to new standards; and (iii) a comprehensive network to be completed by 2050.

European transport corridors become a new planning tool. They integrate the core network corridors and the rail freight corridors and cover the most important long-distance transport flows, cross at least two borders, and involve at least three transport modes. They include the core network and the extended core network (priority sections of the comprehensive network).

Under the proposal, the two existing horizontal priorities (ERTMS and Motorways of the Sea) remain unchanged, but the maritime aspect is extended and renamed to 'European maritime space'. Changes to the core network are limited, to ensure investment stability for achieving the 2030 completion deadline.⁶

The proposal establishes projects of common interest and specifies the **standards** for the development and implementation of the TEN-T infrastructure per transport mode. These include the definition of infrastructure components, infrastructure requirements for the comprehensive, core and extended core network, as well as additional priorities. Further requirements are set for multimodal freight terminals and urban nodes. The **new 2040 deadline** applies to the completion of the extended core network, which is part of the European transport corridors, and to the introduction of new standards for the core network. New operational requirements strengthen synergies between infrastructure planning and the operation of transport services.

New requirements for **rail** include an average dwell time at border crossings (a maximum of 15 minutes) and limited delay on arrival at their destination (less than 30 minutes) for freight trains, higher train speeds across the core and extended core network (160 km/h for passenger trains, 100 km/h for freight) and the introduction of the P400 loading gauge that allows circulation of semi-trailers on railway wagons.⁷ By 2040, the whole TEN-T has to be equipped with the ERTMS (core network by 2030), while the older systems (class B) have to be decommissioned.

TEN-T **roads** will have to be designed, built or upgraded and maintained to the highest standards of safety and environmental protection. Charging and refuelling infrastructure for alternative transport fuels has to be deployed at 60 kilometre intervals in each direction.⁸ TEN-T roads will have to be equipped with rest areas, safe and secure parking areas for commercial vehicles and weigh-in-motion systems. Additional priorities for road include the introduction of innovative technologies such as smart and automated enforcement tools and 5G communication infrastructure.

Innovations introduced for the waterborne sector include, in **inland shipping**, ensuring good navigation status on inland waterways of the core network and minimised waiting times at locks. The newly defined **European maritime space** covers short sea-shipping routes between maritime ports on EU territory or to neighbouring ports in enclosed seas. TEN-T **maritime ports** connected to inland waterways will have to be equipped with dedicated handling capacity for inland waterway vessels. For inland and maritime ports, as well as airports, connectivity requirements and obligations to provide alternative fuels have been updated.

While urban mobility remains mainly in the remit of local authorities, the [424 cities](#) identified as TEN-T **urban nodes** will have to have sustainable urban mobility plans (SUMPs) by 2025. SUMPs have to include measures to integrate different transport modes, reduce air and noise pollution, promote clean mobility and logistics and accommodate long-distance TEN-T transport flows. These cities will also have to collect data on urban mobility and submit them to the Commission. Further,

they will have to develop multimodal **passenger hubs** to facilitate first and last mile connections as well as at least one multimodal **freight terminal** nearby, with sufficient transshipment capacity.

The proposal also contains measures addressing the resilience of the infrastructure against disruption and climate change, the risks to security or public order and accessibility for all users. While infrastructure maintenance remains the Member States' responsibility, the focus on maintenance is increased, with the requirement that maintenance needs and costs over the lifetime of the infrastructure are taken into account in the planning phase of construction or upgrading, among other things. The proposal also gives the Commission more power to address delays in implementation, which can go as far as reducing or terminating the grant funding agreed, should the delay be unjustified.

The impact assessment estimated that the administrative **costs** would reach €25.4 million (of which €9.6 million would be covered by the Member States' authorities). Most of the **investment**, estimated at €244.2 billion relative to the baseline, over 2021-2050, is expected to come from national public funds and EU funding. The estimated **benefits** generated by the TEN-T revision include a GDP increase of 2.4 % (or €467 billion), and an additional 840 000 jobs by 2050. Further benefits are expected in terms of reductions in both CO₂ emissions and polluting emissions and the related external costs. These estimates, however, depend on the achievement of the three phases as planned, the network effects that would be created and the expected shift towards sustainable transport modes. The rollout of charging and alternative refuelling infrastructure should facilitate the greening of EU fleets. New quality and safety standards are expected to improve road safety as well as decrease external cost linked to accidents and inter-urban road congestion.

Advisory committees

The European Economic and Social Committee's TEN section adopted its [opinion](#) in March 2022 (rapporteur: Stefan Back, Employers – Group I, Sweden). The EESC welcomes the proposed new updated framework, pointing out that it has been adapted to the current policy context, including the Green Deal, the sustainable smart mobility strategy and the rail action plan, and its rules on implementation have been strengthened. The EESC agrees with the promotion of multimodality, the strong monitoring mechanism and the enhanced role of the European coordinators. It also welcomes the strong emphasis on cohesion and the aim to ensure accessibility and connectivity for all regions.

The European Committee of the Regions' (CoR) COTER commission prepared an [opinion](#) (rapporteur: Isabelle Boudineau, PES, France), adopted during the CoR plenary session in October 2022. The CoR calls for a significantly strengthened governance of the TEN-T network in order to facilitate its implementation, in particular as regards missing cross-border links. The CoR believes that the transnational dimension of the TEN-T network has a strong European added value, and welcomes the attention paid to rural, remote, mountainous, sparsely populated, peripheral, island and outermost regions. It highlights, however, that the diversity of these regions can make it difficult to maintain the timetable for implementing the technical standards, and that some regions can have difficulties mobilising the funds required from them.

National parliaments

The proposal was submitted to the Member States' [national parliaments](#), which had the opportunity to raise concerns on grounds of subsidiarity by 25 April 2022. The only one to raise such concerns was the French Senate, in a [resolution](#) of 24 April 2022.

Stakeholder views

Stakeholders mostly made their positions known prior to the publication of the proposal, while only some reacted to the proposal. For instance, the **European Construction Industry Federation** ([FIEC](#)) considers the strengthening of the Commission's competences as regards delays a positive

step forward. It fully supports the Member States' obligation to maintain road infrastructure to the highest standards of traffic safety and environmental protection, and suggests expanding the provisions on reporting to include an obligation for the Member States to inform the Commission on their progress in maintaining existing infrastructure.

Representatives of **European railways (CER)**, observing that the market share of rail in European freight transport has not increased since 2010, [suggested](#) strengthening the links between the TEN-T infrastructure planning and investment (core corridors) and capacity planning (rail freight corridors), as well as the role and responsibility of their respective governance structures.

The **European Barge Union (EBU)** welcomed the focus on 'good navigation status' as a means to deal with the existing shortcomings in TEN-T implementation and address climate resilience within a river basin approach. They were also pleased that the Commission recognised the need for mooring and rest places as vital components of infrastructure, and that it placed a focus on sufficient alternative fuels and on the need for a dedicated handling capacity for inland waterway vessels in seaports.

The **International Union for Road-Rail Combined Transport (UIRR)** welcomed the punctuality objective, the time allowance for crossing borders and the inclusion of the P400 loading gauge, and affirmed that the track-speed requirement of 100 km/h for freight railway lines is sufficient. Considering the obligation of Member States to assess the adequacy of the freight transshipment capacities on their territory as highly necessary, UIRR believes this should be complemented by an identification of plots of land suitable for the construction of further terminals.

Legislative process

After the publication of the original proposal on 14 December 2021, as detailed above, the Commission presented an [amended proposal](#) on 27 July 2022, taking into account the geopolitical context of Russia's war on Ukraine. The amended text proposes extending four European transport corridors to Ukraine and Moldova (see Figure 1 below), as an immediate response to the requested action communicated in the 'Solidarity Lanes' [communication](#). At the same time, the proposal points out that [expanding](#) the trans-European transport network to Russia and Belarus is no longer desirable and that these countries have therefore been removed from the indicative map. Improved cross-border connections with Russia and Belarus are no longer in the interest of EU Member States. Furthermore, the amended text introduces the requirement that all new TEN-T railway lines should be developed with a European standard nominal track gauge of 1 435 mm, and this for all Member States with a land rail connection with other Member States. A migration plan towards this European standard nominal track gauge should be developed for all existing lines of the European transport corridors.

In the European Parliament, the Committee on Transport and Tourism (TRAN) took the lead on the file, designating Dominique Riquet (Renew Europe, France) and Barbara Thaler (EPP, Austria) as rapporteurs. On 15 March 2022, the TRAN committee held a public hearing and on 10 October 2022 the rapporteurs published their [draft report](#).

While welcoming the proposal, the rapporteurs insisted that some of its provisions be strengthened. This includes increasing the standards and requirements for each mode to an extent realistically achievable by Member States, in order to meet EU transport objectives. Transport investments should be evaluated not only in terms of costs, but also as to whether they can be economic catalysts enabling long-term growth, and as to whether they can contribute to achieving the EU climate targets.

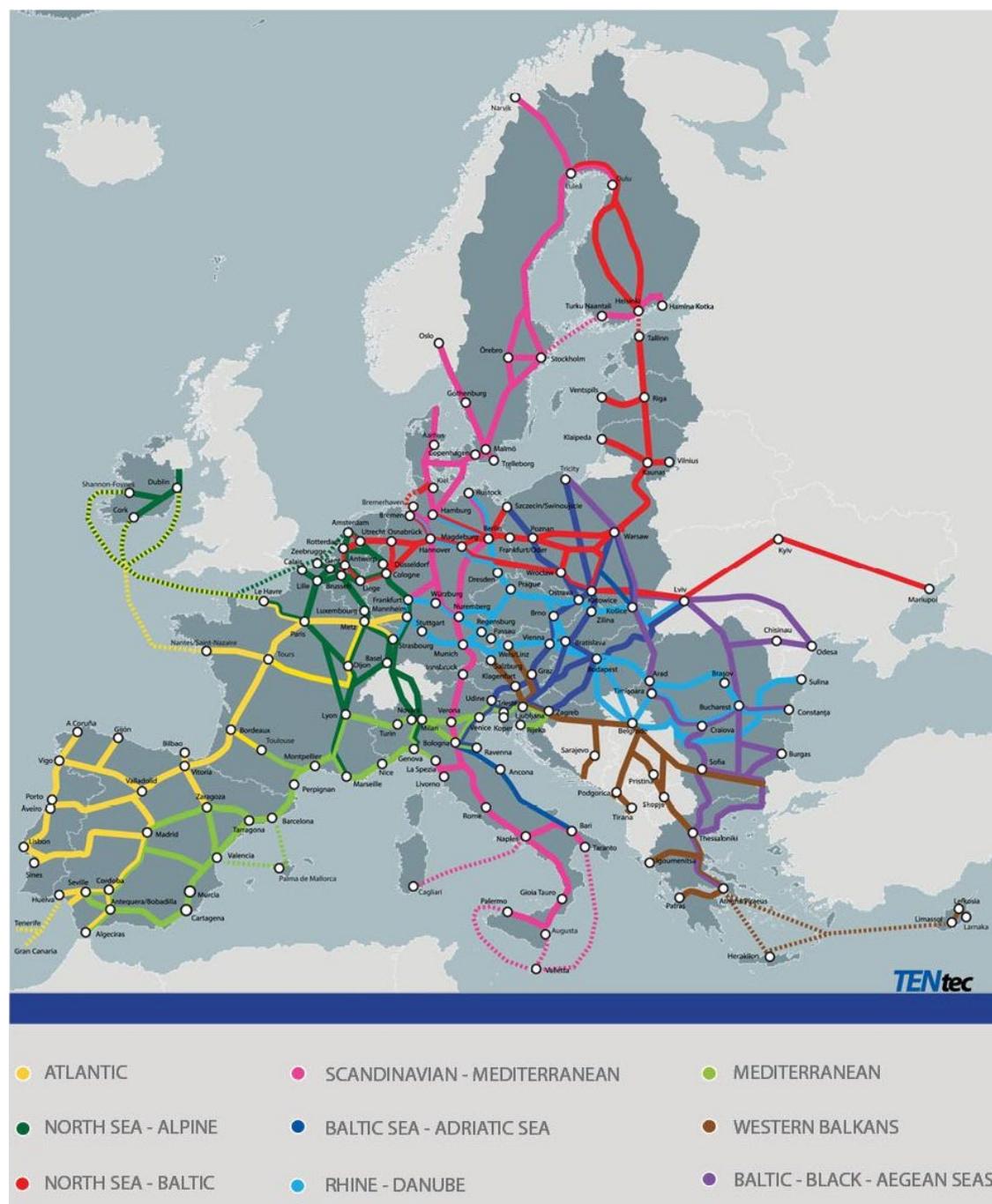
As regards urban nodes, the draft report introduced provisions to ensure that capacity bottlenecks and insufficient connectivity within urban nodes do not hinder multimodality along the TEN-T network. It outlines the importance of digitalisation in making transport and especially multimodality more accessible, efficient and affordable for citizens and businesses and in improving

the safety and sustainability of the transport system. Digitalisation can also enable the authorities responsible for enforcing the rules to improve their performance.

The draft report also included provisions to increase the long-term security and resilience of the transport infrastructure, given the new geopolitical circumstances in Europe. In the same context, cooperation with third countries has been updated, by cutting ties with Russia and Belarus and enhancing partnerships with Ukraine and Moldova.

Moreover, the draft report mentioned that governance tools have to be reinforced in order to ensure timely completion of the TEN-T. For example, the role of the European coordinators and their work plans should be strengthened. Provisions (for instance infringement procedures) should be applied to prevent significant delays as regards the starting or completing work on the networks.

Figure 1 – Alignment of the European transport corridors



Source: [European Commission](#), 2022.

On 5 December 2022, the Council adopted its [general approach](#), in which it underlined that the implementation of the new requirements, particularly those arising from the newly introduced standards for railway infrastructure, may require substantial financial investment. New operational requirements for the rail freight corridors should apply to ensure a high quality of services. In particular, Member States should make all possible efforts to ensure that the waiting time for freight trains crossing a border between two Member States does not exceed 25 minutes on average.

To gain sufficient time for technical adaptations, Member States with a rail network with a gauge different from the main rail network would be free from the obligation to participate in the management boards of the freight corridors on their territory, for a maximum period of 10 years. In the case of Ireland, given its insularity, this time limitation would not apply.

The Council text provided for more specifications than that of the Commission on minimum speeds achievable by trains on certain parts of the TEN-T: passenger trains should be able to run at a speed not lower than 160 km/h on 75 % of the sections connecting urban nodes. For freight trains, the speed would be set at 100 km/h on at least 90 % of these sections. Transshipment and the ability of trains to carry trucks were also addressed: the text sets minimum thresholds for the length of trains that freight terminals should be able to accommodate.

Concerning inland waterways, the Council highlighted the importance of ensuring the continuity and accessibility of pedestrian and cycling paths when building or upgrading inland waterways infrastructure. In road transport, the Council increased the mandatory distance between mandatory rest areas providing sufficient parking space and appropriate sanitary facilities from 60 km (as in the Commission proposal) to 100 km. The deadline for the deployment of means to collect relevant road traffic data for providing road safety-related minimum universal traffic information was increased from end-2030 to end-2050 for the new infrastructure of the comprehensive network. To foster innovation in air transport, the Council included spaceports (installations for testing and launching spacecraft) in the list of air transport infrastructure components.

The TRAN committee adopted its [report](#) on 13 April 2023, as well as a decision to open trilogue negotiations on that basis – subsequently endorsed by the plenary. The report states that the TEN-T network should contribute to the creation of a sustainable, efficient and resilient single European transport area, characterised by:

- sustainability, through focusing on alternative fuels infrastructure and active transport modes infrastructure;
- efficiency, by enhancing the interoperability of European, national, regional and local transport networks through common European technical and operational standards, and through eliminating bottle-neck sections, mainly in cross-border areas.
- resource-efficiency and environmental protection, by complying with environmental regulation at EU and national level; developing common rules, optimising infrastructure integration, and by enhancing synergies with other networks, especially the EuroVelo network and networks for Military Mobility, and also recharging infrastructure and the electric grid.

Furthermore, the report calls for unified technical and operational standards for each mode of transport, and emphasises that intermodal transportation should primarily use rail, inland waterways, or short-sea shipping. Road transport can be used for initial or final legs. The core TEN-T railway network should be fully electrified, operating at a minimum speed of 160 km/h for passenger and 100 km/h for cargo trains. Moreover, they should be able to cross internal EU borders in less than 15 minutes by the end of 2030.

To enhance cooperation with third countries in cross-border projects and infrastructure development, the report suggests creating a budget envelope dedicated to 'external transport' in the 2028-2035 multiannual financial framework), within CEF III. This should amount at least to 30 % of the current CEF programme's funds.

During the development of European transport corridors, priority should be given to measures that facilitate the implementation of ICT systems across all modes, to ensure efficient infrastructure usage, and to connections between the TEN-T and neighbouring countries' infrastructure networks.

Because of the crucial role played by urban nodes, provisions were made to prevent capacity bottlenecks and insufficient connectivity within these nodes hindering multimodality across the TEN-T. These provisions should consider the unique challenges of each urban node, as well as the principle of subsidiarity.

Member States should adopt sustainable urban mobility plans by end-2025, which integrate various transport modes, including cycling and active mobility, reduce congestion, and enhance road safety. Compliance with these plans should become a condition for receiving EU funding.

Negotiations between Parliament and Council representatives on the final wording of the rules started immediately after the endorsement of the mandate in plenary. In a trilogue meeting held on 18 December 2023, the three institutions agreed on a [draft compromise](#) text.

In its [letter](#) of 9 February 2024, the Council confirmed that the draft compromise text had been approved on behalf of the Council by the Permanent Representatives Committee (Coreper). The consolidated text of the [provisional agreement](#) was annexed to the letter.

The provisional agreement maintains the Commission's approach of incrementally expanding the network, establishing precise deadlines for completing the three layers of the TEN-T network: the core network by 2030, the extended core network (including missing railway links and cross-border connections) by 2040, and the comprehensive network by 2050. While the overarching goal remains to create a coherent, interconnected, and high-quality transport infrastructure throughout the EU, the provisional agreement acknowledges Member States' diverse priorities and approaches towards greener transport and considers their available financial resources and investment requirements for infrastructure development.

Furthermore, the agreement provides for the alignment of national plans with the EU's transport policy: Member States are required to ensure the coherence between their national transport and investment plans and the priorities of the new regulation.

Recognising the importance of rail in the transition to sustainable modes of transport, the co-legislators agreed on new requirements that would help achieve a comprehensive modal shift and improve the performance of the future trans-European rail network. These include implementing the ERTMS on the expanded core and comprehensive networks, adopting the European standard gauge, increasing the maximum length of freight trains to 740 m, and raising the minimum speed of passenger trains to 160 km/h. As connectivity between airports and rail is a priority of the TEN-T revision, European airports with total passenger traffic of more than 12 million passengers a year have to be connected to the trans-European railway network, including the high-speed railway network, by 31 December 2040.

While Member States retain the flexibility to address road safety in line with local conditions, all core and extended core network roads must fulfil certain common criteria, such as providing separate carriageways for two directions of traffic and ensuring safe and secure parking areas within an average maximum distance of 150 km.

Regarding urban mobility, it was agreed that a SUMP has to be established for each urban node by 2027. All 424 major cities along the TEN-T network are required to develop their own SUMPs in order to promote zero-emission mobility, enhance public transport and improve infrastructure for walking and cycling. Additionally, each urban node must have at least one multimodal freight terminal by 31 December 2040.

The provisional agreement outlines the role of the European coordinators, tasked with overseeing the nine European transport corridors. Their responsibilities include guiding the implementation of the TEN-T corridors and the horizontal priorities, and engaging multiple stakeholders throughout

the network's completion. They will act as facilitators to ensure timely investment planning and the implementation of the measures necessary to meet the objectives of the TEN-T regulation.

The aim to extend four European transport corridors of the TEN-T network to Ukraine and Moldova while scaling back cross-border connections with Russia and Belarus, already stated in the modified Commission proposal, has been maintained in the provisional agreement.

The TRAN committee endorsed the provisional agreement on 14 February 2024. Parliament approved the agreement in plenary on 24 April. The Council approved the text on 13 June. The final act was signed the same day. The [regulation](#) was published in the Official Journal on 28 June and enters into force on 18 July 2024. It is binding in its entirety and directly applicable in all Member States.

EUROPEAN PARLIAMENT SUPPORTING ANALYSIS

Bacian I., [Revision of Regulation \(EU\) 913/2010 concerning a European rail network for competitive freight](#), implementation appraisal, EPRS, 2021.

Dinu A., [Revision of the TEN-T Regulation](#), implementation appraisal, EPRS, 2021.

Pape M., [Connecting Europe Facility 2021-2027: Financing key EU infrastructure networks](#), EPRS, 2021.

Pape M., [Measures to advance the realisation of the trans-European transport network: Integrated and faster project procedures](#), EPRS, 2021.

Pape M., [The trans-European transport network: State of play in 2020](#), EPRS, 2020.

OTHER SOURCES

European Parliament, [Trans-European transport network](#), Legislative Observatory (OELI).

ENDNOTES

- ¹ Network layout: [four documents](#). With Brexit, two corridors were concerned – the [Atlantic](#) and the [North Sea–Mediterranean](#).
- ² [Directive \(EU\) 2021/1187](#) on streamlining measures for advancing the realisation of the TEN-T. From August 2023, the whole permit-granting process must not exceed 4 years, and when a project involves pre-identified cross-border links and missing links, Member States must designate one main point of contact for all project promoters.
- ³ In the 2014-2020 CEF, all projects contributing to the TEN-T completion were regarded as 'projects of common interest', but certain pre-defined geographical sections (not projects) on each corridor were considered as having higher priority. Projects were selected on a competitive basis by the Commission's executive agency [INEA](#). The [2021-2027 CEF](#), with a transport envelope of €25.8 billion, is managed by INEA's successor, [CINEA](#).
- ⁴ Changes already agreed for the 2021-2027 CEF (annex) and the requirements arising from Directive 2021/1187/EU.
- ⁵ [Support study](#) for the evaluation of Regulation (EU) No°1315/2013 on Union Guidelines for the development of the trans-European transport network, submitted by Tetra Tech International Development, TIS, Optimity Advisors and FGM-AMOR; and [support study](#) for the TEN-T policy review, concerning relevant national plans and programmes in Member States, submitted by Panteia, TIS and Ramboll.
- ⁶ The [annexes](#) contain detailed maps of the core, extended core and the comprehensive network (documents 2-24), list of transport and urban nodes ([document 25](#)), the alignment of the European transport corridors (documents 26-39), indicative maps of extensions to neighbouring countries (documents 40-51) and a [correlation table](#).
- ⁷ In line with Commission Implementing Regulation [2019/777/EU](#). For what this means in practice, see this [CER position](#).
- ⁸ In line with the (now) adopted [Regulation](#) on alternative fuels infrastructure deployment.

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