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DRAFT REPORT

on the revision of the Trans-European Transport Network (TEN-T) guidelines
(2019/2192(INI))

Committee on Transport and Tourism

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on the revision of the Trans-European Transport Network (TEN-T) guidelines (2019/2192(INI))

The European Parliament,

- having regard to 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 Network¹,
 - having regard to its legislative resolution of 17 April 2019 on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)²,
 - having regard to its resolution of 25 October 2016 on improving the connection and accessibility of the transport infrastructure in Central and Eastern Europe³,
 - having regard to its resolution of 11 December 2018 on military mobility⁴,
 - having regard to its resolution of 15 January 2020 on the European Green Deal⁵,
 - having regard to Special Report No. 10/2020 of the European Court of Auditors of 16 June 2020 entitled ‘EU transport infrastructures: more speed needed in megaproject implementation to deliver network effects on time’⁶,
 - having regard to Review No. 09/2018 of the European Court of Auditors of 6 December 2018 entitled ‘Towards a successful transport sector in the EU: challenges to be addressed’⁷,
 - having regard to Rule 54 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A9-0000/2020),
- A. whereas up-to-date multimodal transport infrastructure is fundamental for the functioning of the internal market and the connection and competitiveness of the EU, and as an enabler of sustainable, smart and safe mobility;
- B. whereas the Trans-European Transport Network (TEN-T) ensures economic, social and territorial cohesion and accessibility across the EU and its regions, thus stimulating economic growth and employment, fostering digitalisation, tackling climate change and

¹ OJ L 348, 20.12.2013, p. 1.

² Texts adopted, P8_TA(2019)0420.

³ OJ C 215, 19.6.2018, p. 152.

⁴ Texts adopted, P8_TA(2018)0498.

⁵ Texts adopted, P9_TA(2020)0005.

⁶ https://www.eca.europa.eu/Lists/ECADocuments/SR20_10/SR_Transport_Flagship_Infrastructures_EN.pdf

⁷ https://www.eca.europa.eu/Lists/ECADocuments/LR_TRANSPORT/LR_TRANSPORT_EN.pdf

enhancing resilience;

- C. whereas the Member States have committed to completing the TEN-T core network by 2030 and the comprehensive network by 2050;
- D. whereas the TEN-T policy should promote the EU-wide deployment of innovative transport solutions, low-emission mobility solutions and alternative fuels;

A TEN-T fit for the future

1. Stresses the added value of the multimodal core network corridors covering the major passenger and freight flows between and within Member States; finds their timely completion imperative, with the elimination of bottlenecks and missing links being the priority, especially in cross-border sections;
2. Considers it important to further develop the TEN-T to focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and islands; stresses that no major changes to the maps should be made; calls on the Commission to take over all adjustments laid down in the revision of the Connecting Europe Facility (CEF)⁸ ;
3. Urges the Commission to prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport, including the development of relevant technologies, charging and refuelling infrastructure, safety, security and interoperability standards, and the regulatory framework for alternative fuels;
4. Stresses the need to further promote transport links in urban nodes, ports, airports and multimodal platforms to ensure a seamless, efficient, smart and sustainable mobility system for passenger transport and freight logistics, thus promoting an efficient modal shift;
5. Underlines that innovation and digitalisation play a key role in making transport safer and decarbonising it; stresses the need for the TEN-T to boost innovative digital applications in all modes, including intelligent transport systems, the European Rail Traffic Management System (ERMTS), vessel traffic monitoring and information systems, river information services and air traffic management systems (Single European Sky ATM Research);
6. Points out that smart and autonomous mobility solutions are becoming commercially viable and that the upgrading of relevant transport and digital infrastructure in the TEN-T needs to be accelerated while ensuring cross-border interoperability;
7. Takes the view that network-wide infrastructure standards are an enabler for a true European Single Transport Area; deems it important to upgrade existing infrastructure in view of technological progress, capacity increases and the need to enhance its resilience to the impacts of crises such as pandemics;

⁸ In particular, the adjustments laid down in Part III of the Annex (to the European Parliament legislative resolution on the proposal for a regulation of the European Parliament and of the Council establishing the Connecting Europe Facility (CEF)).

Financing, governance and oversight

8. Stresses that for investment in TEN-T infrastructure to be sufficient, it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; calls on the Commission to strengthen synergies between the relevant EU instruments beyond the CEF (e.g. the European Regional Development Fund) and, furthermore, to optimise the use of blending tools in order to attract private investors and leverage public funding;
9. Is deeply concerned about delays to cross-border projects that hamper the timely establishment of seamless core network corridors; calls on the Member States to meet their obligations for their parts of the network and ensure effective administrative procedures, and urges them to increase the digitalisation of administrative processes;
10. Invites the Commission to strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors; calls on the Commission to clarify how rules and requirements are to be interpreted for the purposes of evaluation, reporting and eligibility assessments;

Transport modes

11. Points out the importance of ensuring quality road infrastructure in the TEN-T and calls for measures to further strengthen road safety in line with Vision Zero and maintain operational safety throughout the life cycle of vulnerable infrastructure;
12. Points out the potential of novel and active modes of connected mobility in the urban and local transport of people and goods; calls on the Commission and the Member States to work closely with regions and cities to enhance last-mile infrastructure and inter-modal connections throughout the TEN-T, thus enabling the more seamless and efficient use of infrastructure and services;
13. Reiterates the crucial role of rail transport in decarbonising transport; considers that promoting modal shifts and efficient rail transport, in particular in cross-border situations, must be a priority for the TEN-T and ought to be done by fully deploying ERTMS, removing barriers in the network, ensuring interconnection and interoperability, and optimising rail freight corridors in line with demand;
14. Stresses the importance of inland water transport as a sustainable transport mode and the need to ensure capacity, quality and the good navigability of waterways as well as seamless links between core and comprehensive ports and rail and road networks; calls for action to be taken to facilitate the uptake of innovative and sustainable solutions in the sector;
15. Emphasises the role that high-quality maritime links play in the EU's international and internal trade; considers that the purpose of the Motorways of the Sea pillar is to facilitate needs-based short-sea links and services as sustainable complements to land transport, to facilitate the cooperation of maritime ports and their connection to their

hinterland, and to promote the development and roll-out of clean and alternative fuels, subject to an impact assessment, and energy-efficiency solutions for maritime transport;

16. Underlines that air transport is essential for connecting the EU globally as well as internally, including its peripheral regions; regards the TEN-T as an important tool for accelerating the uptake of alternative fuels in the sector by providing the necessary capacity at airports in the core and comprehensive network;

Strategic orientation

17. Highlights the strategic value for the EU of maintaining within the TEN-T close transport links with third countries and of further integrating the Western Balkans; considers it expedient to extend its TEN-T transport connections to candidate countries, the countries of the Southern Mediterranean and Eastern Partnership, and to Asia, based on EU standards and the principle of reciprocity; calls on the Commission to pay special attention to the borders in Europe and to monitor the impact of the withdrawal of the UK on border regions;
18. Recognises the role of the TEN-T in enhancing military mobility across the EU; insists that the network sections identified as suitable for military mobility are developed strictly in line with the dual-use principle; urges the Commission to develop plans to protect strategic infrastructure and the TEN-T as a whole;
19. Instructs its President to forward this resolution to the Council, the Commission, and the governments and parliaments of the Member States.

EXPLANATORY STATEMENT

The main goal of EU's common transport policy is to create a common transport area across Europe. The main policy instrument for achieving this goal is the Trans-European Transport Network (TEN-T) policy. It addresses the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. It seeks to identify and close gaps, remove bottlenecks and technical barriers in order to strengthen the overall social, economic and territorial cohesion in the EU.

While progress has been made throughout the last years, a revision is necessary, as unforeseen transformations affecting the transport sector have occurred since the last revision and as it has become obvious that certain core network corridors will be delayed and are at risk to miss their completion deadlines.

It is of utmost importance to bring the European multimodal transport infrastructure up-to-date and make it future proof in order to ensure the functioning of the EU internal market, the competitiveness of the EU and to support the transition towards smart, sustainable, efficient and safe mobility.

It is important to recall that the existing legislation does not need to be revolutionised. Especially, the design of core network should only undergo small changes in order to not endanger the timely completion of it by 2030. To enhance the coherence of the Connecting Europe Facility (CEF) and the TEN-T, the adjustments listed in Part III of the Annex of the revision of the CEF ¹ should be replicated in the new TEN-T maps. These adjustments are necessary in order to better understand and render more transparent the actual corridor routes and ensure that missing (cross-border) links and bottlenecks are accounted for and addressed in the new TEN-T. The timely completion and the elimination of bottlenecks and missing links are imperative for the success of the European transport policy. At the same time, it is also important that already built infrastructure is monitored and evaluated in order to ensure its efficiency and its capacity. It needs to be ensured that the core network is ready by 2030.

In order to ensure the efficiency of the TEN-T networks, it is important that mobility systems for passenger transport and freight logistics can be used safely, securely, efficiently and seamlessly. Therefore, multimodal transport links in urban nodes, ports, airports and platforms should be promoted. The last-mile infrastructure is of great importance for an overall efficient TEN-T. Therefore, both the Commission and Member States need to work closely with regions and cities to enhance the last-mile infrastructure, thereby multiplying the user range of the network.

A key change to the new TEN-T needs to be the integration of alternative fuel infrastructure. Through the inclusion of the alternative fuel infrastructure for all modes of transport, the full deployment of alternative fuels can be fostered which can help to resolve the existing demand/supply dilemma. TEN-T and the announced revision of the alternative fuels infrastructure directive need to go hand in hand.

Support for digitalisation and innovation of all modes of transport needs to be at the heart of

¹ [P8_TA\(2019\)0420](#).

the upcoming TEN-T. The digital transition allows it to make transport safer, more sustainable and more efficient. In the past years, progress has already been made with Intelligent Transport Systems (ITS), the European Rail Traffic Management System (ERTMS), the Vessel Traffic Monitoring and Information Systems (VTMIS), River Information Services (RIS) and air traffic management systems (SESAR). In order to be effective, the application and rollout of digital solution needs to be coherent and properly coordinated across the EU. The revision of the TEN-T should also take into account smart and autonomous mobility. The TEN-T needs to ensure that necessary infrastructure is build-up or extended and cross-border interoperability is ensured.

The Covid-19 crisis has shown how critical a functioning, well-connected infrastructure is for the transport of goods and passengers. It has also shown the value of transport for the economy as a whole. It is therefore important to equip the network in such way as to make it more resilient towards new risks and crises. This necessary increase in resilience needs to be seen in the context of the overall strategic autonomy of the EU and the European security policies.

A new dimension of the TEN-T policy is the movement of military forces within and beyond the EU, which was identified in the Action Plan on Military Mobility. Physical, legal and regulatory barriers such as incompatible infrastructure or cumbersome custom procedures currently hamper this movement. To overcome barriers, suitable networks need to be equipped in line with the principle of civilian-military dual-use of infrastructure for the relevant parts of the TEN-T.

All modes of transport need to be equally reflected within the new TEN-T. Technological neutrality is important to reduce the overall emissions of the transport sector whilst ensuring the mobility of citizens to affordable prices. A one-size-fits-all approach in terms of transport modes and energy sources needs to be avoided.

The quality of road infrastructure needs to be maintained and the shift towards emission-low road mobility needs to be supported. Vision Zero needs to be a guiding principle.

Rail transport plays a crucial role in decarbonising transport. National priorities have often lead to a shifting of the flow of goods from rail to road. Rail connections, in particular cross-border connections and connections between economic centres, need to be strengthened. Special attention should also be paid to train connections capable of relieving high-frequency freight and passenger transport routes. Rail corridors need to be optimised, ensuring interconnectivity, interoperability and sufficient capacity planning.

It needs to be ensured that capacity, quality and good navigability of inland waterways is increased. Inland waterway is highly dependent on the depths of rivers. Therefore, it is important that the inland waterway infrastructure is adapted to the challenges of the climate change. Cross-border solutions, digitalisation and innovation need to be supported. The cross-border role of inland ports needs to be recognised and it needs to be ensured that multi-modality at the main inland ports increased.

Air transport is having an important role for the connectivity within the EU, especially to the peripheral and insular regions. The TEN-T revision can become an important tool to accelerate the uptake of alternative fuels, subject to an impact assessment, in the sector.

The Regulation should also encourage the efforts to connect the EU beyond its external borders. It should aim at ensuring a maximum continuity of the network between the EU and its neighbouring countries. In particular, the integration of the Western Balkan needs to be supported. Developing a transport network along the principles of the TEN-T can further integrate the Western Balkans into the Single Market of the Union. The candidate's countries stakeholders should be involved in the revision process, e.g. through the WB6 Transport Community. Special attention also needs to be paid to the new borders created within the Union due to the withdrawal of the United Kingdom. In particular, the effects of the withdrawal on the North Sea and Atlantic Regions needs to be taken into account.

Multiple studies have shown that the completion of the TEN-T core networks is hampered by delays in national planning process. The Commission, therefore, needs to strengthen its oversight over the implementation of the TEN-T. Instruments already available under the current legal framework need to be reinforced and the role and the competences of the European coordinators need to be strengthened. Obligations under the TEN-T regulation need to be taken seriously by the Member States and need to be fulfilled as required. Streamlining administrative and judicial processes and increasing the digitalisation will need to be an important step that needs to be undertaken by Member States in order to speed up the completion process of transport infrastructure.

In order to achieve the goals of the TEN-T, sufficient investment is crucial. All relevant EU funds (CEF, InvestEU, ESIF, Horizon Europe, etc.) and the lending by the European Investment Bank need to take into account the specific needs of the transport sector. Budget cuts need to be avoided. Financial support for transport projects may be undermined by the lack of coordination among institutions, the inability to prove the added value of the projects funded, the difficulties of less developed regions to take advantage of complex financial mechanisms and the lack of willingness of Member States to promote cross-border sections. It is, therefore, important to simplify application procedures and to provide guidance to less developed regions and countries to modernise their institutions. Further, the synergies between TEN-T and other relevant EU instruments beyond CEF (e.g. ERDF) need to be strengthened. Member States need to fully commit to proper funding, in particular in relation to cross-border projects.

The upcoming revision of the TEN-T regulation can bring the European transport network back on track. But only if the revision is done right. It needs to be ambitious, bring the TEN-T up-to-date and make it fit for the future. The completion of the trans-European transport network needs to be a high priority for the Union.