



TEN-T REVISION

20 December 2023

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Milestones of the TEN-T revision process

- **Legislative proposal** for a revised TEN-T Regulation adopted by the College on 14 December 2021
- **Amended proposal** on 27 July 2022 to address the new geopolitical context
- **Council General Approach** reached on 5 December 2022
- **European Parliament report and negotiation mandate** adopted on 13 April 2023
 - ✓ Rapporteurs Barbara Thaler (EPP) and Dominique Riquet (Renew)
 - ✓ Report approved by unanimity by TRAN on 13 April 2023
- **Trilogues:**
 - ✓ 2 trilogues under Swedish Presidency: 24 April 2023, 26 June 2023
 - ✓ 3 trilogues under Spanish Presidency: 2 October 2023, 14 November and 18 December 2023
- **Adoption of the revised Regulation** envisaged by end of 2023
- **Entry into force** of the Regulation possibly as of Spring 2024

New TEN-T provisions

- **New network structure:** core, extended core and comprehensive network together forming the trans-European transport network (TEN-T)
- **Intermediary deadline** of 2040
- **Reinforced / new infrastructure standards** for all transport modes
- **Strengthened TEN-T governance**

Gradual network completion in three steps

2030

core network completion with regard to 2013 TEN-T standards

2040

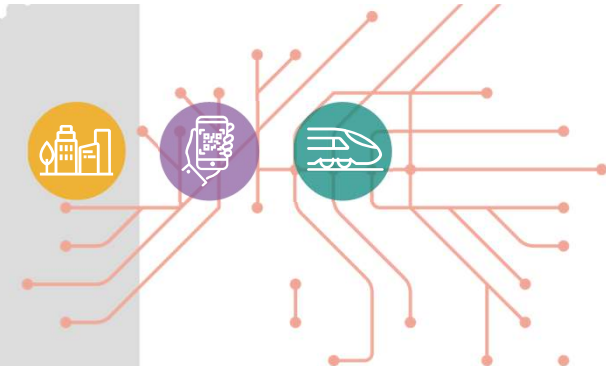
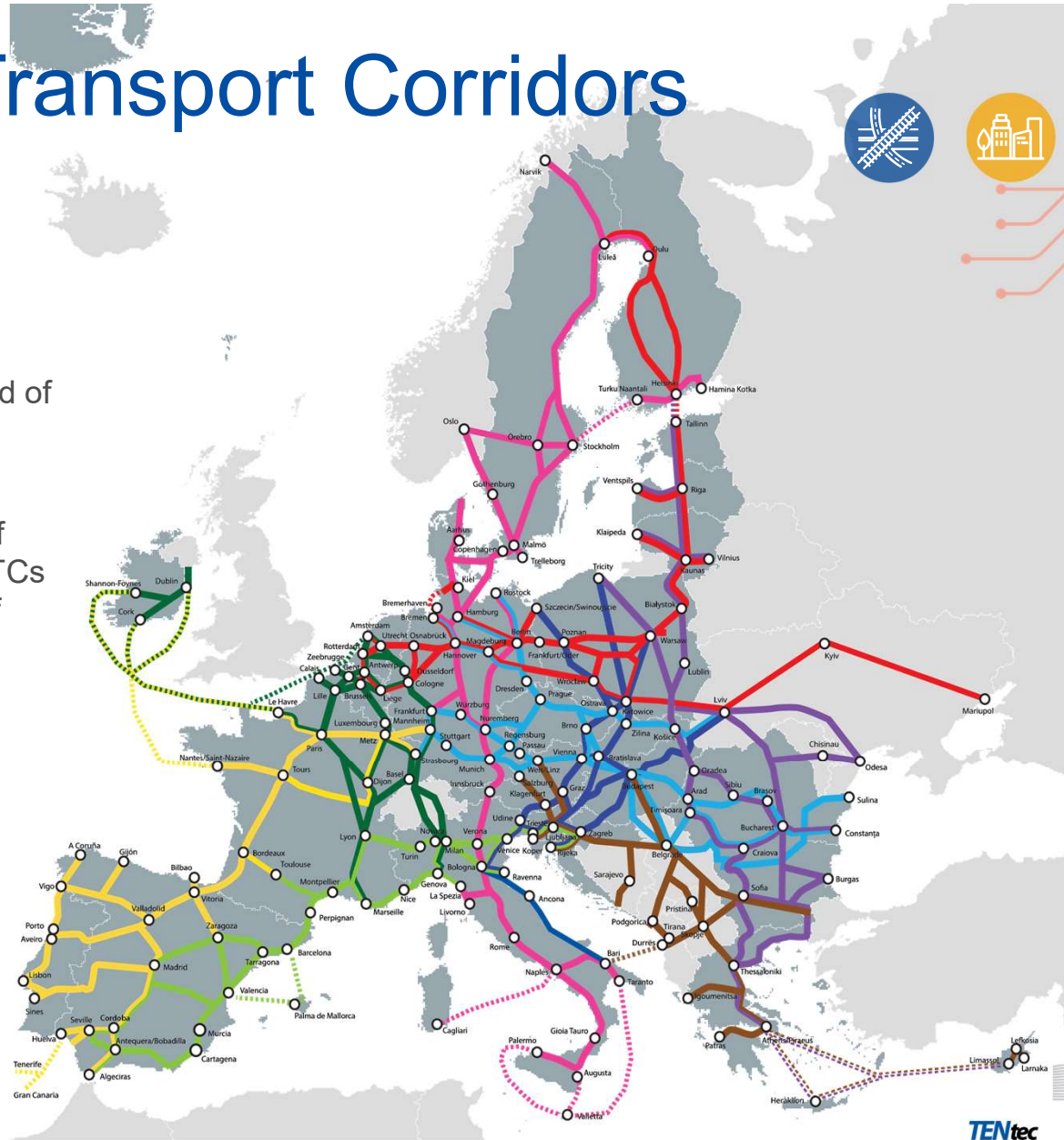
- completion of the extended core network sections (part of European Transport Corridors)
- newly introduced TEN-T standards on core and extended core network
- ERTMS deployment obligation on extended core and comprehensive network

2050

completion of comprehensive network

European Transport Corridors

- integration of Core Network Corridors and Rail Freight Corridors
- composed of most strategic parts of the core network and of the extended core network (deadlines 2030 & 2040)
- amended TEN-T proposal of July 2022: extension of 4 ETCs to Ukraine & the Republic of Moldova



- ATLANTIC
- NORTH SEA - RHINE - MEDITERRANEAN
- NORTH SEA - BALTIC
- SCANDINAVIAN - MEDITERRANEAN
- BALTIC SEA - ADRIATIC SEA
- RHINE - DANUBE
- MEDITERRANEAN
- WESTERN BALKANS - EASTERN MEDITERRANEAN
- BALTIC SEA - BLACK SEA - AEGEAN SEA

TENtec



Urban nodes in the proposed TEN-T Regulation

- Reinforced role of urban nodes in the new TEN-T:
 - ✓ improved integration of wider network of 424 urban nodes – Council General Approach (GA) '430'
 - ✓ specific provisions / requirements for urban nodes
- Urban node criteria: 100,000 inhabitants or more, or main node of a NUTS 2 region in case no city above 100,000 inhabitants
- Article 3 – definition of an urban node:

'urban node' means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic.

Requirements for urban nodes in the proposed TEN-T Regulation

Sustainable Urban Mobility Planning

- adoption of a SUMP by 2025, in line with the provisions of Annex V and covering the entire functional urban area – GA '2027'
- ❑ *2023: Commission Recommendation to Member States on SUMP support programmes to help cities*
- ❑ *2024: training programme for preparing and updating SUMPs; in cooperation with EIB JASPERS*

Sustainable urban mobility indicators

- collection and annual submission of urban mobility data to the Commission
- GA: urban mobility indicators and periodicity for their collection only defined in implementing act following the adoption of the TEN-T Regulation
- ❑ *streamlined and simplified indicator set under preparation*
- ❑ *survey to urban nodes*

Commission Recommendation on National SUMP Support Programmes

- The Recommendation was published on 8 March 2023:
<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32023H0550>
- National programmes to support sustainable urban mobility planning and implementation, managed by a dedicated office
- With the help of a national SUMP expert group: ministries, regions, cities, rural areas, academia and other relevant urban mobility stakeholders
- Subsidiarity: cities are responsible for adopting and developing their SUMP
- Representatives from national programme management offices are invited to work with the Commission Expert Group on Urban Mobility
- Member States to inform the Commission annually of actions taken.

Commission Recommendation on National SUMP Support Programmes

Measures should include, for example:

- national guidance on SUMP based on the updated SUMP concept;
- technical assistance and expert support for preparing, monitoring and implementing SUMP;
- advice to improve the quality of SUMP;
- training and capacity building;
- financial support to assist cities;
- peer learning and networking;
- communication campaigns.

Requirements for urban nodes in the proposed TEN-T Regulation

Multimodal passenger mobility

by 2030:

- development of **multimodal passenger hubs** to facilitate first and last mile connections, with at least one recharging station for busses and coaches

Multimodal freight transport

by 2040:

- the development of at least one **multimodal freight terminal** within or in the vicinity of the urban node, with at least one recharging station for heavy-duty vehicles
- GA “where economically viable”; one terminal may serve several urban nodes

Thank you



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