



# Climate resilience provisions in the revised TEN-T Regulation

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# TEN-T revision timeline

- Legislative proposal adopted by the College on **14 December 2021**
- **TEN-T revision “package”** included:
  - TEN-T Regulation and its annexes
  - Staff Working Document on the revised TEN-T planning methodology
  - Impact Assessment Report
  - Communication of the Commission on the extension of TEN-T to third countries
  - TEN-T implementation report for 2018 and 2019
- **Revised in July 2022** to accommodate new geopolitical context:
  - extension of 4 TEN-T corridors to Ukraine and Moldova
  - Downgrading last-mile connections to Russia and Belarus
  - Measures to migrate railways lines to EU standard gauge
- **Council General Approach reached on 5 December 2022**, adoption expected at the end of 2023

# What is the revised TEN-T aiming at?



Reduce congestion, transport emissions, impact on climate change **and increase resilience to its effects**



Remove bottlenecks and gaps on the transport network



Connect EU cities and regions, including rural areas and remote regions



Better transport services to citizens and freight customers

# Focus on climate resilience: Objectives and priorities

- **Recital (14):** Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment, including through relevant adaptation measures.
- **Article 4(2)(d):** The TEN-T shall increase value to its users via “.....supporting mobility that is fit for the changing climate and resilient to natural hazards...” and “...ensuring the resilience of infrastructure, in particular on cross-border sections”
- **Article 5(1):** The TEN-T shall be planned, developed and operated in a resource-efficient way....through: (g) “the development of green, sustainable and climate resilient infrastructure....”, (h) “the adequate consideration of the resilience of the transport network and its infrastructure, especially at cross-border sections, with regard to a changing climate ...”,
- **Article 12(1)(g):** In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for: keeping existing infrastructure operational and improving or maintaining its quality in terms of.... climate and disaster resilience, environmental performance, and the continuity of traffic flows;

# Focus on climate resilience: Main provisions

## Article 46 on Resilience of infrastructure:

- (1) Member States shall make all possible efforts to ensure that when projects of common interest are planned and implemented the security and resilience of the infrastructure to climate change, natural hazards, .....are taken into account. In particular, due consideration shall be given to:
  - (c) structural infrastructure quality during its whole lifecycle, with particular attention to the future projected climate conditions;
- (2) Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be **subject to climate proofing**. The climate proofing shall be undertaken taking into account the **latest available best practice** and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change, through a climate vulnerability and risk assessment, including through relevant adaptation measures, and through integration of the costs of greenhouse gas emissions in the cost-benefit analysis.

# Focus on climate resilience: Main provisions ctd.

- **Article 44(j):** In order for the TEN-T to keep up with **innovative technological developments and deployments**, the aim shall be in particular to: improve transport infrastructure resilience against disruptions and climate change through infrastructure upgrades and design, as well as digital, cyber secure solutions aimed at the protection of the network in the context of natural and human-made disasters;
- **Article 48:** Life-cycle approach to the **maintenance of infrastructure** (same level of service and safety during its lifetime, long term maintenance plans)
- **Article 53(3)(j):** The **work plan for the European Transport Corridor** shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular: **an analysis of the possible impacts of climate change** on the infrastructure and, where appropriate, proposed measures to enhance resilience to climate change;

# Climate resilience: available guidance

- Commission technical guidance on climate proofing of infrastructure (2021/C 373/01): Tables 14 (Examples of key questions on climate adaptation for the EIA) and 17 (Key questions for the SEA related to the adaptation to climate change)
- DNSH technical guidance (2021/C 58/01) - a specific approach limited to the RRF. One of the examples focuses on a road transport project (Example 4).
- Relevant factors to consider: susceptibility to/ impacts on heatwaves, draughts, wildfires, floods/extreme rainfall events, landslides, sea-level rise, cold spells, freeze-thaw damage etc.

# Thank you

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