# TEN-T revision

## Transport Community: 17th Technical Committee on Railway

Aurimas Brazys, DG MOVE
Zagreb, 5 October 2023

# 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

  - ✓ First trilogue under Spanish Presidency: 2 October 2023

- **Adoption of the revised Regulation** envisaged by end of 2023

- **Entry into force** of the Regulation: potentially as of spring 2024

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# Context of the revision process

Revision as opportunity to modernise the current legal framework and to step up efforts in aligning TEN-T with the new priorities of the **European Green Deal** and the **Sustainable and Smart Mobility Strategy**

*European Green Deal*:

- ✓ **90% reduction in GHG** -> e.g. inland freight carried today by road to be shifted to rail and inland waterways

*Sustainable and Smart Mobility Strategy:*

- ✓ rail freight traffic should increase its market share by **50% by 2030** and **double it by 2050**
- ✓ traffic on high-speed rail should **double by 2030** and **triple by 2050**
- ✓ scheduled collective travel under 500 km to be carbon-neutral by 2030 within the EU
- ✓ at least 100 climate-neutral cities in Europe by 2030

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# 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

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# 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
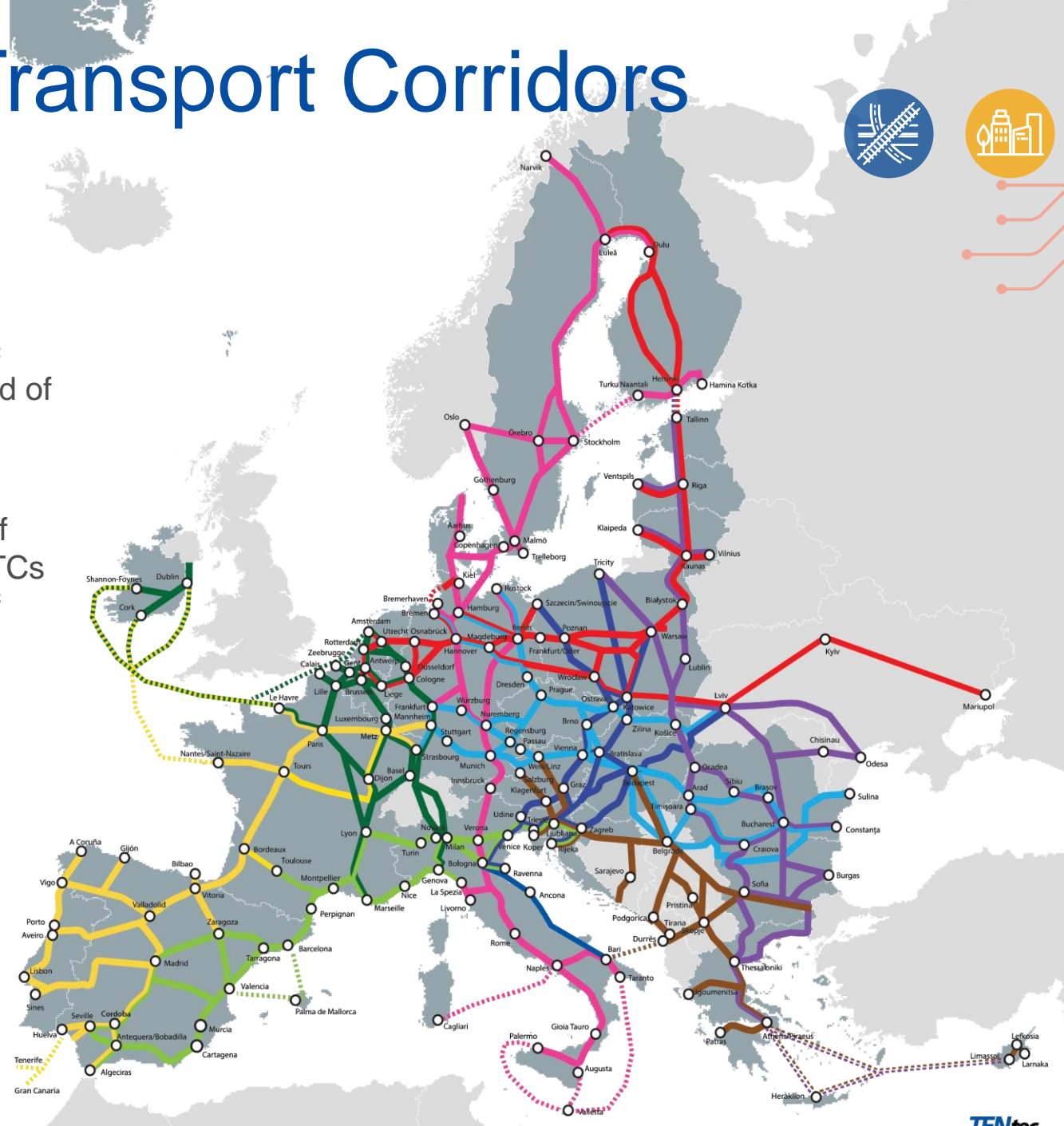


**ATLANTIC**

**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**

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# Western Balkans – Eastern Mediterranean

# TEN-T maps for the Western Balkans region

- **Ensure coherence with the ongoing revision of the TEN-T Regulation**

  - Cross-border connections between the EU and Western Balkans

  - New Western Balkan – Eastern Mediterranean corridor

- **Improve connections between the Western Balkan partners**

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# TEN-T maps for the Western Balkans – rail
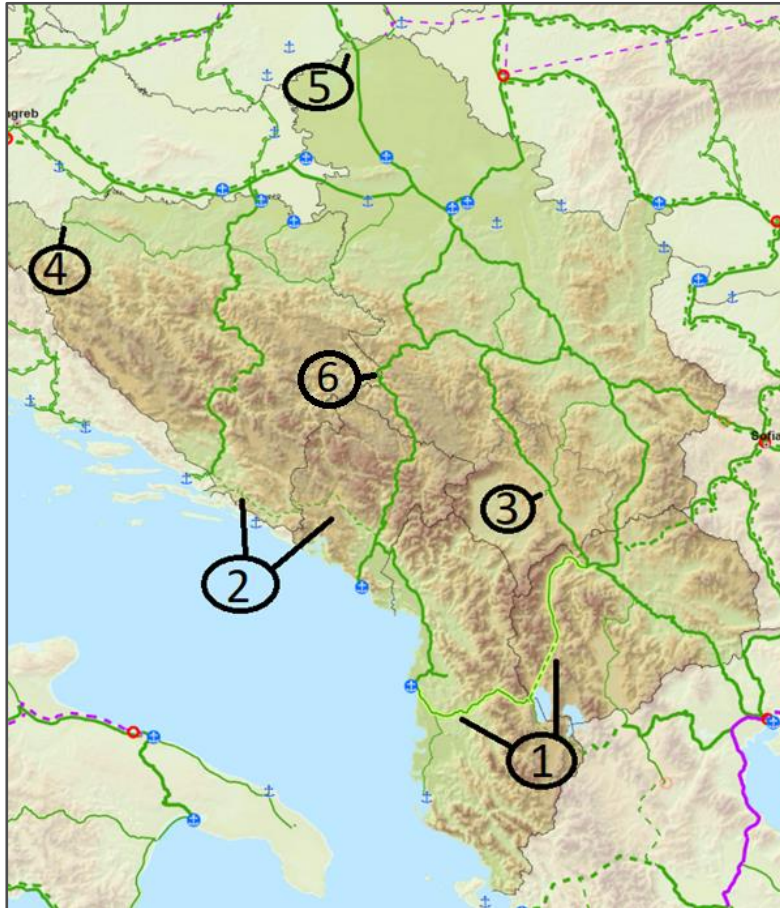


1. Upgrade comprehensive connection to extended core as part of the **Western Balkans – Eastern Mediteranean Corridor** from **Sofia** to **Skopje** to **Durres** to **Bari**

2. New comprehensive connection from **Capljina** to **Podgorica**

3. New comprehensive connection from **Pristina** city to the **airport**

4. New comprehensive connection from **Novigrad** to **HR border**

5. New comprehensive connection from **Subotica** to **HU border**

6. Technical alignment of a missing railway section in **BiH** territory

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# Railway infrastructure requirements (1/2)

- **Electrification** of entire network (core by 2030, extended core by 2040, comprehensive by 2050) *- kept in GA (except last mile connections)*

- **Line speed** for freight (100 km/h) and for passenger lines (160 km/h) on core and extended core network *- overall accepted with minor adjustments of interpretation of speed parameter (design speed, on 75% of rail sections)*

- **Axle load 22.5t** on entire network (2030/2040/2050) *- overall kept in GA (including last mile as per proposal), but definition of rail freight comprehensive network*

- **740 m train length** on entire network: important to maximise rail freight capacities

  - on double track lines: at least 50% of train paths for freight trains, not less than 2 trains per hour / direction – *GA: 1 train per hour / direction on average on daily basis on comprehensive network; 1 train per 2 hours / direction and not less than 24 train paths on daily basis on core/extended core network*

  - on single track lines: at least 1 train path per two hours and direction – *GA: deleted for comprehensive network; at least 1 train path per 3 hours / direction and not less than 12 train paths on daily basis on core/extended core network*

- **P400 loading gauge** on entire network: important to allow for the circulation of standard semi-trailers and for modal shift – GA: infra allowing for the circulation of standard semi-trailers up to 4 meters high on wagons of a height of at least 27 cm on main lines of the European Transport Corridors

# Railway infrastructure requirements (2/2)

**Firm push for ERTMS deployment** latest by 2040 for extended core and comprehensive network and introduction of legally binding deadline for decommissioning national (class B) systems by 2040

|  | comprehensive network | extended core network | core network |
|---|---|---|---|
| equipped with ERTMS | 2040 | 2040 | 2030 |
| class B systems are decommissioned | 2040 | 2040 | 2040 |
| equipped with radio-based ERTMS | 2050 | 2050 | 2050 |
| In case of construction of new line or upgrade of the signalling system, radio-based ERTMS is being deployed | as of 2025 | as of 2025 | as of 2025 |

*GA best effort approach for decommissioning ->  ERTMS on comprehensive network by 2050, radio-based ERTMS only by 2050 for entire network;*

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# Thank you

All documents related to the TEN-T revision available on:
https://transport.ec.europa.eu/news/efficient-and-green-mobility-2021-12-14_en

Revised proposal available at:
https://transport.ec.europa.eu/news-events/news/commission-amends-ten-t-proposal-reflect-impacts-infrastructure-russias-war-aggression-against-2022-07-27_en

COUNCIL General Approach available at:
https://data.consilium.europa.eu/doc/document/ST-15058-2022-INIT/en/pdf

EP report available at:
https://www.europarl.europa.eu/doceo/document/A-9-2023-0147_EN.html#_section1