TEN-T revision

Transport Community: 17th Technical Committee on Railway
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
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
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
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
1. Upgrade comprehensive connection to extended core as part of the Western Balkans – Eastern Mediterranean 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
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

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<th>comprehensive network</th>
<th>extended core network</th>
<th>core network</th>
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<tr>
<td>equipped with ERTMS</td>
<td>2040</td>
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<td>class B systems are decommissioned</td>
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<td>equipped with radio-based ERTMS</td>
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<td>In case of construction of new line or upgrade of the signalling system, radio-based ERTMS is being deployed</td>
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**GA best effort approach for decommissioning** - ERTMS on comprehensive network by 2050, radio-based ERTMS only by 2050 for entire network;
All documents related to the TEN-T revision available on:

Revised proposal available at:

COUNCIL General Approach available at:

EP report available at: