



# Revision of the EU TEN-T Guidelines: Objectives and guiding principles

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# Trans-European transport network

The TEN-T Programme was established to support the construction and upgrade of transport infrastructure across the EU.

The trans-European transport network is the basis of EU transport policy. Parliament and Council adopted the Regulation in 2013

Two-layer structure of the network: Core network and Comprehensive network

- Comprehensive network (objective to achieve network by 2050)
  - ❑ Covering all European regions
- Core network (objective to achieve network by 2030)
  - ❑ Most important connections within the Comprehensive Network linking the most important nodes



# Evaluation of the TEN-T Regulation: Background

## Causes and framework

- Recent developments in transport as well as in energy, telecommunication / digitalisation, climate change and other relevant policy fields
- Changes in transport flows
- European Green Deal
- Smart and Sustainable Transport Strategy

## Evaluation process started in 2019

- Open Public Consultation concluded in July 2019 (more than 600 responses, with a large part from regional and local authorities)
- Evaluation to be finalised

# Evaluation of the TEN-T Regulation: Background

## Purpose and scope

- Evaluating the full scope of the provisions of Regulation 1315/2013
- Time horizon: backward and forward looking

## Focusing in particular on four areas

- Network planning (planning method, core and comprehensive networks)
- Infrastructure features (standards, equipment, quality requirements)
- Interrelation between infrastructure and its use / transport operations
- Implementation instruments (core network corridors, reporting, coordinators workplan etc.)

# What has worked well

- Network generated – and will continue to do so – important economic benefits in the short and longer term.
- Good progress in e.g. identification/ implementation of major infrastructure projects to fill missing links, remove bottlenecks and improve quality standards (key role of coordinators)
- Governance across States and sectors has reached a completely new level of quality
- Close integration with all relevant transport policy areas (modal policies, i.e. rail, inland waterways, ports, airports, transport strategies).
- Linking the TEN-T as the policy framework with relevant financial instruments (notably CEF, ESIF and EIB loans and Financial Instruments)
- Strengthened cooperation with third countries
- Single EU-wide Network approach with common standards and requirements

# What has worked less well

- Regulation insufficiently addresses the two specific objectives “sustainability of the network” and “increased benefits for users” in the light of new political and societal challenges e.g. decarbonisation, digitalisation and increasing risks of unforeseen crisis events
- Efficiency of instrument of the core network corridors, incl. European Coordinators might be hampered by shortage of capacity/resources in relation to the coordination challenge brought by these new developments
- Gaps in inner coherence between the different provisions of the TEN-T Regulation (e.g. between modes and nodes, between provisions for pass. and freight mobility/ transport or between general provisions, e.g. for urban nodes, accessibility for all, safety and security)

# Lessons learnt and way forward

- ✓ Maintain network design (with possibility for minor adjustments) and completion dates (as basis to enable all other objectives)
- ✓ Under specific objective “sustainability”: better address Green Deal, digital transition and challenges of natural and human-made disasters through extending the individual targets (e.g. on efficient infrastructure use) underpinning the objective
- ✓ Under specific objective “user benefits”: strengthen identification, combination and implementation of projects from the perspective of integrated door-to-door user services (making use of digitalisation and other new technologies)
- ✓ Reinforce implementation instruments at EU level (role of Coordinators, extension of instruments e.g. implementing acts) and stimulate stronger commitment of Member States

# Urban nodes' case study

- Content-wise focus on functional aspects such as:
  - Interconnecting transport nodes and enhancing interrelations urban nodes – transport nodes
  - Paying increased attention to passenger hubs, including major railway stations
  - Strengthening the transfer function of TEN-T stations between long-distance and regional/local transport (i.e. promoting mobility beyond the TEN-T)
  - Strengthening digitalisation to enhance efficiency and quality of services; better responding to mobility needs of users in all regions of the EU
  - Stimulating innovation and decarbonisation
  - Synergies between TEN-T and relevant EU instruments beyond CEF (notably ERDF)

## Next steps: The Impact Assessment

**Timing: Q4 2020 – Q3 2021**

- Inception Impact Assessment published 20 November 2020
- Open Public Consultation: January 2021 - March 2021
- Impact Assessment to be finalised May/June 2021
- Legislative proposal planned for Q3 2021



# Thank you for your attention!

## More info:

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<http://ec.europa.eu/invest-eu>

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