



# Upcoming TEN-T review and the new legal framework on Streamlining of TEN-T projects

PRIME 18th Plenary Meeting, 18 November 2021

*Herald Ruijters*

*Director Investment, Innovative &  
Sustainable Transport DG MOVE*

# TEN-T Revision: Milestones of the revision process

## *Evaluation*

- Evaluation of the TEN-T Regulation: adopted on 26 May 2021 (*SWD(2021)117 final*)

## *Consultation*

- Three rounds of **bilateral meetings with Member States**: February, May and September 2021
- **Open Public Consultation** on Impact Assessment: 10 February – 5 May
- TEN-T Days meet EYR: **inter-institutional session** on 23 September 2021 in Brdo
- **Connecting Europe Express**: 02/09 – 07/10

## *Impact Assessment*

- Regulatory Scrutiny Board issued ‘positive opinion with reservations’ on 26 July 2021
- Publication of the impact assessment and its accompanying support study together with the legislative proposal

# TEN-T Revision: Milestones of the revision process ctd.

## *Legislative Proposal*

- to be adopted by College on **14 December 2021** together with other related initiatives (*ITS Directive, action plan on long-distance and cross-border passenger rail, urban mobility framework*)
- **TEN-T revision “package”** includes:
  - TEN-T Regulation and its annexes (in particular network maps, definition of new corridor alignment, list of urban and transport nodes)
  - 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

## *Negotiations and final adoption*

- **Negotiations** with Council and Parliament during 2022, with hopefully an **adoption** of the new TEN-T Regulation no later than mid-2023

# TEN-T Revision: Context

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 and zero-pollution ambition -> e.g. 75% of 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
- ✓ transport by IWW and SSS should increase its market share by 25% by 2030 and by 50% 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

# TEN-T Revision: Main objectives

To make transport **greener** in view of reaching the climate neutrality targets by 2050

To facilitate **seamless and efficient** transport in order to better connect people and businesses all over Europe

To increase the **resilience** of the TEN-T network to climate change and other natural or human-made disasters

To improve the efficiency of the **governance** tools of the TEN-T Regulation

# TEN-T Revision: Main orientations of the new Regulation

- inclusion of firm incentives to shift transport demand towards more sustainable forms of transport (railways, inland waterways, short-sea shipping) through **new and/or reinforced infrastructure requirements/TEN-T standards**
- gradual development of the TEN-T in **three steps**: 2030, **2040** and 2050
- **creation of European Transport Corridors** through the integration of CNC and RFC
- increased focus on multimodality and interoperability between modes and transport nodes (ports, airports, multimodal freight terminals and passenger hubs)
- better integration of urban nodes into the TEN-T
- assure interlinkages with AFIR and ITS proposals: efficient deployment of alternative fuels and smart, digital solutions across the TEN-T

# TEN-T Revision: Rail-specific provisions

- **Overall vision:** *to create a highly competitive and fully interoperable rail freight network as well as a high speed passenger rail network across Europe*
- To this aim, **introduction of new / reinforced standards:**
  - **extension of existing core rail freight standards** to the extended core and comprehensive network
  - **Minimum line speed** requirement for passenger railway lines of the core and extended core network
- **Advancement of certain requirements from 2050 to 2040**
- **ERTMS deployment** for the extended core and comprehensive network and introduction of a legally binding deadline for decommissioning national (class B) systems
- Introduction of **operational performance targets** for rail freight services along the rail freight lines of the European Transport Corridors
- Possibility of exemption in case the investments are not justified/proportionate (cost-benefit analysis)

# TEN-T Revision: Reinforced TEN-T governance

- **Reinforced role of the European Coordinators:**
  - institutionalise the presence of European Coordinators in cross-border entities
  - widen the scope of the mandate to reflect the new TEN-T priorities, in particular to ensure close cooperation with the ETC rail freight governance (ex-RFC governance)
- **Wider use of implementing acts** (for single projects / horizontal priorities and/or for entire corridors)
- **Harmonisation and streamlining** of the existing TEN-T monitoring and governance tools
  - adoption of the Coordinators' work plans every four years
  - annual status report



# TEN-T Revision: New network design

- utmost priority: stability of the current network, in particular core network
- update of the maps with regard to:
  - statistical update of the transport nodes
  - integration of RFC with CNC -> creation of European Transport Corridors (ETC)
  - alignment of TEN-T with military mobility network
  - more precise definition and identification of urban nodes (*inclusion of all cities above 100.000 inhabitants; every NUTS2 region has at least one TEN-T urban node*)
- alignment of European Transport Corridors moved from CEF Regulation to TEN-T Regulation; maps of ETC will be incorporated in TEN-T Regulation

# Streamlining Directive: Context and objectives

- Investments in TEN-T infrastructure projects are subject to authorizations and permits, including EIAs, public procurement and state aid procedures
- The complexity of some of these procedures has often led to big delays TEN-T implementation
- Directive (EU) 2021/1187 (the Streamlining Directive), in force since August 2021, aims to address these deficiencies
- Twofold approach: streamlining measures to advance the realisation of the TEN-T network and making the procedures clearer for project promoters, in particular regarding permit granting and public procurement

# The Streamlining Directive: Scope

- Scope:
  - Pre-identified cross-border links and missing links of the TEN-T core network corridors as contained in the CEF II (set out in Annex I)
  - Projects exceeding €300 million on the core network corridors
  - Not included: Projects that exclusively relate to telematics applications, new technology and innovation
  - Member States can choose to extend the scope to all projects on the core network or even of the comprehensive network

# Streamlining Directive: Main provisions

- Member States can designate one or more Designated Authorities, but need to ensure that there is only one designated authority for a given project and for a given permit-granting procedure
- A maximum of 4 years for granting authorisation, although this may be extended in duly justified cases
- Member States to ensure that there is cooperation on cross-border projects with the assistance and oversight of EU coordinators: coordination of timetables and agreement on a joint schedule on permit granting procedures
- The Directive is to be transposed in the Member States by 10 August 2023

# Streamlining Directive: Main benefits

- A sound legal instrument for a smoother implementation of the TEN-T network
- Will contribute to a swifter, clearer and more efficient procedure for project promoters and will facilitate the work of national authorities and the Commission by providing rules and deadlines for permit granting
- First of its kind in the transport sector: a framework for the future that will remove barriers and facilitate investments in transport infrastructure in the years to come

# Thank you

© European Union 2021

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.

Slide xx: [element concerned](#), source: [e.g. Fotolia.com](#); Slide xx: [element concerned](#), source: [e.g. iStock.com](#)