



Developments related to the Trans-European Transport Network (TEN-T)

UNECE-ITC Working Party on Transport Trends and Economics

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Objectives of TEN-T

Sustainability

- ✓ promotion of zero and low emission mobility
- ✓ enabling greater use of more sustainable modes of transport
- ✓ increased environmental protection and reduction of negative externalities

Efficiency

- ✓ removal of infrastructure bottlenecks and bridging of missing links, including connections with TEN-T of third countries
- ✓ removal of interoperability bottlenecks and gaps in digitalisation
- ✓ optimal integration and interconnection of all transport modes, including in urban nodes
- ✓ more efficient use of new and existing infrastructure in operation
- ✓ greater coordination of infrastructure works between Member States (cross-border projects)

Cohesion

- ✓ accessibility and connectivity of all regions
- ✓ Reduction of infrastructure quality gaps
- ✓ promotion of interoperability between digital systems of all modes
- ✓ efficient coordination and interconnection between long-distance and regional/local traffic to facilitate transport services, including in urban nodes

User benefits

- ✓ meeting mobility and transport needs especially for people in situations of vulnerability and people living in remote regions
- ✓ ensuring safe, secure and high-quality standards, including quality of services
- ✓ supporting accessible and affordable transport services
- ✓ supporting active modes of mobility by enhancing accessibility and quality of related infrastructure
- ✓ ensuring adequate maintenance

Political context

TEN-T 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 by **50% by 2030** and **double 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

What is the new TEN-T aiming at?



Address new political and societal challenges:

make transport greener, digital and more resilient & strengthen its geopolitical importance



Raise the network benefits and improve the functioning of the urban and transport nodes:

better network integration & last mile connectivity



Reinforce the infrastructure quality requirements for better services:

improve the resilience & maintenance of infrastructure, reflect the decarbonisation and digitalisation priorities



Strengthen the governance of TEN-T:

implementing acts for the TEN-T corridors, alignment of national transport policies with TEN-T policy

Key features of the new TEN-T

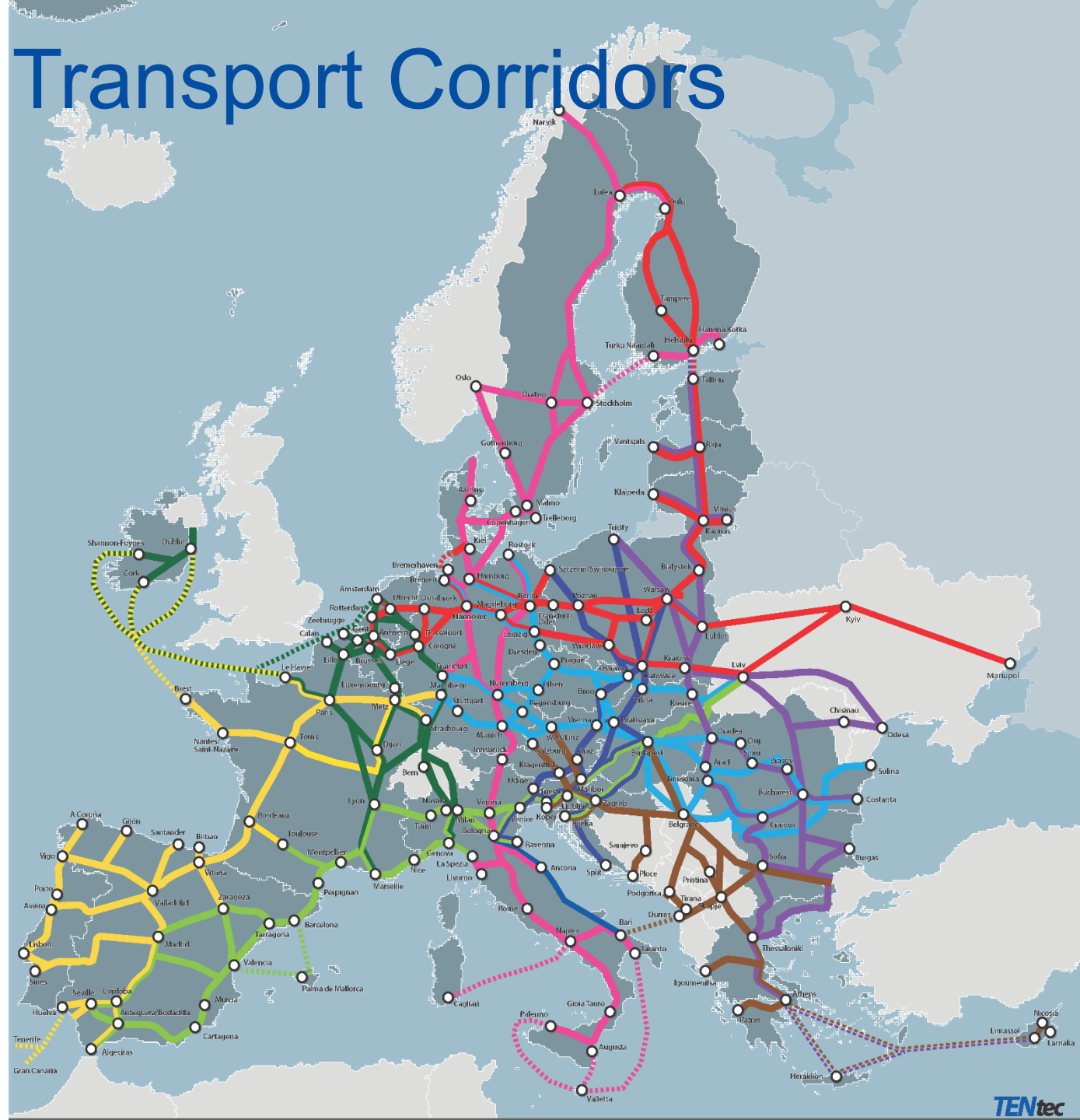
- **New network structure**
- **European Transport Corridors**
- **Reinforced / new infrastructure standards** for all transport modes
- **Strengthened TEN-T governance**

New network structure

- **Network structure:**
 - **Core network** (to be completed by 2030): the most important connections between major cities and nodes.
 - **Extended core network** (to be completed by 2040)
 - **Comprehensive network** (to be completed by 2050): connects all regions of the EU to the core network
- **Gradual completion of the network in three steps: 2030 – 2040 – 2050**

European Transport Corridors

- Composed of most strategic parts of the core network and of the extended core network (deadlines 2030 & 2040)
- 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

Infrastructure standards for all modes and nodes of transport

- **Railways:** to create a highly competitive and fully interoperable rail freight network and develop a high-performance rail passenger network across Europe
- **Inland waterways:** to ensure efficient, reliable and safe navigation for users
- **Maritime transport:** to promote Short Sea Shipping and hinterland connectivity
- **Road:** to increase road safety and ensure high-quality roads
- **Air transport:** better connectivity and integration of airports with the rail network and greening of airport operations
- **Urban nodes:** to better integrate the urban dimension into the TEN-T network

Reinforced TEN-T governance and role of European Coordinators

- **Widened scope of Coordinators' mandate** to reflect new TEN-T priorities and to enable Coordinators to engage with participating third countries
- **Implementing acts** for each European Transport Corridor
- **Annual status report** on the corridor implementation



EU-Central Asia Transport Connectivity: Latest events

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EU-Central Asia Transport Connectivity

- **June 2023:** EU study on sustainable transport connections with Central Asia
- **January 2024:** Investors Forum for EU-Central Asia Transport Connectivity
- **April 2024:** expert level workshop to share the EU's experience with having developed our TEN-T with Central Asian partners
- **June 2024:** set-up of the Coordination Platform that gathers investors and donors interested in developing the Trans-Caspian Transport Corridor further
- Now it's time to ensure **concrete follow-up and commitments**