

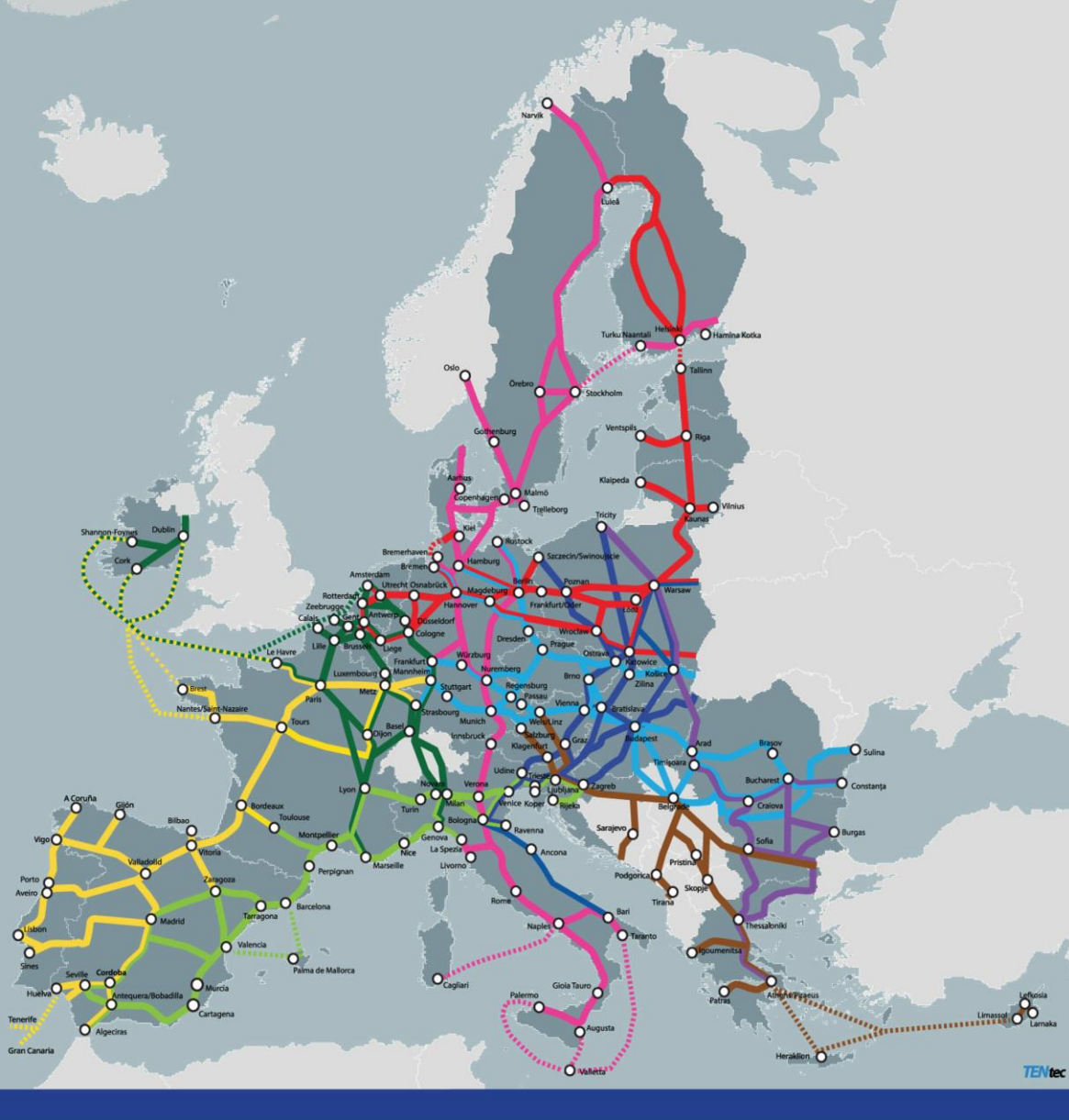


Conference Transport Day

Helsinki 15 September 2022

Herald RUIJTERS,
Director,
Investment, Innovative & Sustainable Transport
DG MOVE, European Commission





- ATLANTIC
- NORTH SEA - ALPINE
- NORTH SEA - BALTIC
- SCANDINAVIAN - MEDITERRANEAN
- BALTIC SEA - ADRIATIC SEA
- RHINE - DANUBE
- MEDITERRANEAN
- WESTERN BALKANS
- BALTIC - BLACK - AEGEAN SEAS

- Core**
- Conventional
- - - Conventional - New Construction
- ⋯ Conventional - Study Ideas
- High speed
- - - High speed - New Construction
- ⋯ High speed - Study Ideas
- Extended Core**
- Conventional
- - - Conventional - New Construction
- ⋯ Conventional - Study Ideas
- High speed
- - - High speed - New Construction
- ⋯ High speed - Study Ideas
- Comprehensive**
- Conventional
- - - Conventional - New Construction
- ⋯ Conventional - Study Ideas
- High speed
- - - High speed - New Construction
- ⋯ High speed - Study Ideas

Railways – passenger/freight



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



Efficient & Green MOBILITY

Key elements of the revised TEN-T Regulation

- new and reinforced infrastructure requirements, in particular in view of creating a high-speed passenger rail network and a fully interoperable, competitive rail freight network
- creation of European Transport Corridors
- increased focus on multimodality and interoperability between modes and transport nodes (more transshipment hubs in urban nodes, focus on last mile journey of passengers and freight)
- better integration of urban nodes into the TEN-T
- innovative technologies to further advance the digitalisation of transport infrastructure and increase its resilience
- support the deployment of charging and refueling infrastructure needed for alternative transport fuels (AFIR)
- reinforced TEN-T governance

Amended TEN-T proposal

Background / Context

- **Redefinition of geopolitical landscape due to Russia's war of aggression against Ukraine**
- **Major impacts on global markets, displaying also in disruptive events beyond Union's borders**
- **Increased need for better transport connections with EU neighbouring partner countries**
- **Vulnerability of railway network in terms of interoperability (different track gauges) showcased through events in Ukraine (e.g. grain export)**
- **Proposal of EC Communication on "Solidarity Lanes" to assess the extension of the European Transport Corridors**

Amended TEN-T proposal

Objectives

- Extension of four European Transport Corridors to Ukraine and the Republic of Moldova
- Removal of indicative TEN-T maps for Russia and Belarus
- Downgrading of “last-mile” connections to Russia and Belarus (i.e. from core to comprehensive network)
- Integration of the modified indicative maps of Ukraine
- Fostering rail interoperability by removing obstacles of different track gauges

Amended TEN-T proposal

Extension of European Transport Corridors

- North-Sea Baltic Corridor -> Lviv, Kyiv, Mariupol
- Baltic-Black-Aegean Sea Corridor -> Lviv, Chisinau, Odesa
- Baltic Sea-Adriatic Sea Corridor -> Lviv
- Rhine-Danube Corridor -> Lviv



Amended TEN-T proposal

New rail requirements

- **New lines on the TEN-T:**
 - ✓ **new railway infrastructure on the TEN-T shall provide for the European standard nominal track gauge (1435 mm)**
- **Existing lines of the European Transport Corridors:**
 - ✓ **migration plan to be drawn up by Member States at the latest two years after the entry into force of the Regulation**
 - ✓ **no formal obligation to migrate, Member States keep margin of appreciation, also on timing for migration**
 - ✓ **migration plan aims at a smooth transition of the entire network, technologies being available to ensure no interruption on the network**

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