

Trans-European transport network

2021/0420(COD) - 14/04/2023 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Barbara THALER (EPP, AT) and Dominique RIQUET (Renew Europe, FR) on the proposal for a regulation of the European Parliament and of the Council Guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Objectives of the trans-European transport network

According to Members, the trans-European transport network should strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is sustainable, efficient and resilient and which increases the benefits for its users and supports inclusive growth. It should demonstrate European added value by contributing to:

(a) **sustainability** through: (i) the contribution to the deployment of decarbonisation technologies, including through **alternative fuels** infrastructure, and optimisation of synergies; (ii) promotion of active modes infrastructure;

(b) **efficiency** through: (i) the interoperability of European, national, regional and local transport networks through common European technical and operational rules and standards, technical equipment requirements, staff certification, including such as the use of a single Union-wide language for cross-border rail transport; (ii) optimisation of the capacity of the rail network; (iii) continuous and efficient **maintenance programmes**; (iv) greater coordination on infrastructure works between Member State for cross-border projects; (v) **eliminating bottle-necks** sections, in particular for cross-border links.

Resource-efficient, resilient network and environmental protection

The trans-European transport network should be planned, developed and operated in a resource-efficient way, complying with the applicable Union and national environmental requirements, through: (i) the development and application of common European rules for implementation of **common projects** especially in cross border sections; (ii) the optimisation of infrastructure integration and interconnection in order to foster **multimodality**; (iii) the taking into account of possible **synergies** with other networks, including active modes, in particular the transEuropean energy or telecommunication networks including the whole electric grid in order to ensure consistency between the recharge infrastructure planning and the respective grid planning; (iv) synergies with the EuroVelo network or network identified in EU Military Requirements for Military Mobility.

Sustainable transport

The report advocated for unified technical and operational standards for each transport mode and stressed that intermodal transport should be primarily done by rail, inland waterways or short-sea shipping, while any initial and/or final legs can be carried out by road. This should translate into fully electrified railways in the core TEN-T network, running with at least of **160 km/h passenger and 100 km/h cargo trains**, which could cross internal EU borders in less than 15 minutes by the end of 2030.

Cooperation with third countries

The report noted that the next Multiannual Financial Framework (MMF) 2028-2035, a budget envelope dedicated to “external transport” should be created in the CEF III, in order to increase cooperation with third countries in terms of cross-border projects and infrastructure deployment. That new financial envelope shall be at least 30 % of the amount of the current CEF programme and should be provided under Heading 5 (Security and Defence) and Heading 6 (Neighbourhood and the world) of the MFF.

General priorities for the European Transport Corridors

In the development of the European Transport Corridors, general priority should be given to measures that are necessary for: (i) the deployment of ICT systems on all modes on the network in order to ensure an efficient use of the infrastructure; (ii) the improvement of connections between the trans-European transport network and the infrastructure networks of neighbouring countries, as well as the improvement of trans European transport infrastructure on the territory of neighbouring countries.

Urban nodes requirements

Given the import role played by urban nodes, Members set out provisions to ensure that capacity bottlenecks and insufficient connectivity within urban nodes do not hamper multimodality along the TEN-T, while fully taking into account the divers challenges of each urban node and the principle of subsidiarity.

Lastly, Member States are called on to adopt sustainable urban mobility plans by the end of 2025 to integrate different transport modes, including cycling or active mobility, reduce congestion and improve road safety. This plan should become one of the conditions to get EU funding.