Basic information

2021/0420(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Trans-European transport network Repealing Regulation 2013/1315 2011/0294(COD) Amending Regulation 2010/913 2008/0247(COD) Amending Regulation 2021/1153 2018/0228(COD) **Subject** 3.20.11 Trans-European transport networks **Legislative priorities** Joint Declaration 2022 Joint Declaration 2023-24	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	THALER Barbara (EPP) RIQUET Dominique (Renew)	28/04/2022 28/04/2022
	Shadow rapporteur GARCÍA MUÑOZ Isabel (S&D) DALUNDE Jakop G. (Greens/EFA) ZĪLE Roberts (ECR) KOUNTOURA Elena (The Left)	

Committee for opinion	Rapporteur for opinion	Appointed
BUDG Budgets	The committee decided not to give an opinion.	
ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.	
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
IMCO Internal Market and Consumer Protection	DE MEO Salvatore (EPP)	14/02/2022

	REGI Regional Development	PANZA Alessandro (ID)	26/08/2022
Council of the European Union			
European Commission	**Commission DG**	**Commissioner**	
	Mobility and Transport	VĂLEAN Adina	
European Economic and Social Committee			
European Committee of the Regions			

Key events

Date	Event	Reference	Summary
14/12/2021	Legislative proposal published	COM(2021)0812	Summary
07/03/2022	Committee referral announced in Parliament, 1st reading		
13/04/2023	Vote in committee, 1st reading		
13/04/2023	Committee decision to open interinstitutional negotiations with report adopted in committee		
14/04/2023	Committee report tabled for plenary, 1st reading	A9-0147/2023	Summary
17/04/2023	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 72)		
19/04/2023	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 72)		
14/02/2024	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	GEDA/A/(2024)000889 PE759.003	
24/04/2024	Decision by Parliament, 1st reading	T9-0317/2024	Summary
24/04/2024	Results of vote in Parliament		
13/06/2024	Act adopted by Council after Parliament's 1st reading		
13/06/2024	Final act signed		
28/06/2024	Final act published in Official Journal		

Technical information

Procedure reference	2021/0420(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealing Regulation 2013/1315 2011/0294(COD)

	Amending Regulation 2010/913 2008/0247(COD) Amending Regulation 2021/1153 2018/0228(COD)
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/9/08005

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee opinion	IMCO	PE730.131	14/07/2022	
Committee draft report		PE736.593	10/10/2022	
Amendments tabled in committee		PE738.648	16/11/2022	
Amendments tabled in committee		PE738.702	16/11/2022	
Amendments tabled in committee		PE738.716	17/11/2022	
Amendments tabled in committee		PE738.715	22/11/2022	
Amendments tabled in committee		PE739.613	01/12/2022	
Committee opinion	REGI	PE736.359	05/12/2022	
Amendments tabled in committee		PE738.577	25/01/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0147/2023	14/04/2023	Summary
Text agreed during interinstitutional negotiations		PE759.003	09/02/2024	
Text adopted by Parliament, 1st reading/single reading		T9-0317/2024	24/04/2024	Summary

Council of the EU

Document type	Reference	Date	Summary
Coreper letter confirming interinstitutional agreement	GEDA/A/(2024)000889	09/02/2024	
Draft final act	00056/2024/LEX	13/06/2024	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2021)0812	14/12/2021	Summary
Document attached to the procedure	SEC(2021)0435	15/12/2021	
Document attached to the procedure	SWD(2021)0471	15/12/2021	
Document attached to the procedure	SWD(2021)0472	15/12/2021	

Document attached to the procedure	SWD(2021)0473	15/12/2021	
Supplementary legislative basic document	COM(2022)0384	27/07/2022	Summary
Commission response to text adopted in plenary	SP(2024)394	08/08/2024	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Reasoned opinion	FR_SENATE	PE732.698	08/06/2022	
Contribution	IT_CHAMBER	COM(2021)0812	01/03/2023	
Contribution	IT_CHAMBER	COM(2022)0384	01/03/2023	
Contribution	RO_SENATE	COM(2022)0384	21/03/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES6389/2021	23/03/2022	
CofR	Committee of the Regions: opinion	CDR1228/2022	11/10/2022	

Additional information

Source	Document	Date
EP Research Service	Briefing	15/03/2022
European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency

Name	Role	Committee	Date	Interest representatives
THALER Barbara	Rapporteur	TRAN	13/12/2023	EC
THALER Barbara	Rapporteur	TRAN	28/11/2023	ÖBB-Holding AG
THALER Barbara	Rapporteur	TRAN	28/11/2023	EESC
THALER Barbara	Rapporteur	TRAN	16/11/2023	Climanomics CIPRA Land Tirol
THALER Barbara	Rapporteur	TRAN	15/11/2023	ÖBB-Holding AG

THALER Barbara	Rapporteur	TRAN	13/11/2023	Wirtschaftskammer Kärnten CINEA
RIQUET Dominique	Rapporteur	TRAN	08/11/2023	Régie Autonome des Transports Parisiens
THALER Barbara	Rapporteur	TRAN	17/10/2023	Czech Ministry of Transport
THALER Barbara	Rapporteur	TRAN	11/10/2023	Wirtschaftskammer Kärnten
THALER Barbara	Rapporteur	TRAN	02/10/2023	EC
RIQUET Dominique	Rapporteur	TRAN	26/09/2023	Société nationale SNCF
RIQUET Dominique	Rapporteur	TRAN	20/09/2023	Centralny Port Komunikacyjny sp. z o.o.
THALER Barbara	Rapporteur	TRAN	11/09/2023	Hardt Hyperloop Hyperloop Development Program
THALER Barbara	Rapporteur	TRAN	05/07/2023	Rep Perm of Spain
THALER Barbara	Rapporteur	TRAN	29/06/2023	Vereinigung der österreichischen Industrie - Industriellenvereinigung
THALER Barbara	Rapporteur	TRAN	20/06/2023	IV Tirol
THALER Barbara	Rapporteur	TRAN	19/06/2023	Asfinag Alpenstraßen GmbH
DALUNDE Jakop G.	Shadow rapporteur	TRAN	19/06/2023	Tågföretagen
THALER Barbara	Rapporteur	TRAN	16/06/2023	WKO Steiermark WKO Kärnten
RIQUET Dominique	Rapporteur	TRAN	15/06/2023	Fédération des Travaux Publics (FTP) de Lorraine
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/06/2023	Comisionado Corredor Atlántico
THALER Barbara	Rapporteur	TRAN	01/06/2023	European Cyclists' Federation
THALER Barbara	Rapporteur	TRAN	26/05/2023	Doppelmayr
THALER Barbara	Rapporteur	TRAN	24/05/2023	Perm Rep of Austria
THALER Barbara	Rapporteur	TRAN	15/05/2023	Bundesvertretung Busunternehmer Österreich
THALER Barbara	Rapporteur	TRAN	11/05/2023	Europaregion Tirol-Südtirol-Trentino Euregio Inntal
THALER Barbara	Rapporteur	TRAN	04/05/2023	Perm Rep of Slovenia
THALER Barbara	Rapporteur	TRAN	04/05/2023	BMAW Perm Rep of Austria
THALER Barbara	Rapporteur	TRAN	03/05/2023	DB Cargo
THALER Barbara	Rapporteur	TRAN	28/04/2023	European Federation of Inland Ports WienCont Danube Commission
RIQUET Dominique	Rapporteur	TRAN	27/04/2023	Ferrari
THALER Barbara	Rapporteur	TRAN	19/04/2023	BMEIA
GARCÍA MUÑOZ				

Isabel	Shadow rapporteur	TRAN	19/04/2023	Community of European Railway and Infrastructure Companies
THALER Barbara	Rapporteur	TRAN	11/04/2023	Perm Rep of Croatia
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	30/03/2023	Terminal de la Comarca de la Litera
THALER Barbara	Rapporteur	TRAN	29/03/2023	Perm Rep of Latvia
THALER Barbara	Rapporteur	TRAN	28/03/2023	Kombiverkehr
KOUNTOURA Elena	Shadow rapporteur	TRAN	23/03/2023	European Transport Safety Council
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	09/03/2023	RENFE
RIQUET Dominique	Rapporteur	TRAN	08/03/2023	SNCF
THALER Barbara	Rapporteur	TRAN	08/03/2023	UIP - International Union of Wagon Keepers
THALER Barbara	Rapporteur	TRAN	07/03/2023	Verbindungsbüro Salzburg
THALER Barbara	Rapporteur	TRAN	02/03/2023	CER MAV Hungarian State Railways
THALER Barbara	Rapporteur	TRAN	15/02/2023	FERROVIE DELLO STATO ITALIANE S.p.A.
KOUNTOURA Elena	Shadow rapporteur	TRAN	15/02/2023	ACI Europe
RIQUET Dominique	Rapporteur	TRAN	14/02/2023	Trenitalia France
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	14/02/2023	Société nationale SNCF
THALER Barbara	Rapporteur	TRAN	14/02/2023	Société nationale SNCF
CAMPOMENOSI Marco	Shadow rapporteur	TRAN	08/02/2023	Edison Spa
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	06/02/2023	Counsellor for Transport Mission of Norway to the EU
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	06/02/2023	Airports Council International - European Region
DALUNDE Jakop G.	Shadow rapporteur	TRAN	02/02/2023	Conseil des Communes et Régions d'Europe (81142561702-61)
DALUNDE Jakop G.	Shadow rapporteur	TRAN	02/02/2023	Samenwerkingsverband Noord-Nederland (SNN)
THALER Barbara	Rapporteur	TRAN	01/02/2023	Deutsche Bahn AG
THALER Barbara	Rapporteur	TRAN	31/01/2023	ÖBB
THALER Barbara	Rapporteur	TRAN	26/01/2023	Perm Rep Sweden
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	24/01/2023	European Transport Safety Council
RIQUET Dominique	Rapporteur	TRAN	24/01/2023	Fédération des Industries Ferroviaires
KOUNTOURA Elena	Shadow rapporteur	TRAN	18/01/2023	European Transport Safety Council

DALUNDE Jakop G.	Shadow rapporteur	TRAN	17/01/2023	Permanent Representation of the Netherlands to the EU
DALUNDE Jakop G.	Shadow rapporteur	TRAN	17/01/2023	Community of European Railway and Infrastructure Companies
CAMPOMENOSI Marco	Shadow rapporteur	TRAN	17/01/2023	CER
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	17/01/2023	Community of European Railway and Infrastructure Companies
THALER Barbara	Rapporteur	TRAN	17/01/2023	Community of European Railway and Infrastructure Companies
THALER Barbara	Rapporteur	TRAN	21/12/2022	iMONITRAF!
RIQUET Dominique	Rapporteur	TRAN	06/12/2022	World Road Transport Organisation
THALER Barbara	Rapporteur	TRAN	06/12/2022	viadonau
THALER Barbara	Rapporteur	TRAN	05/12/2022	Ministry of Transport and Communication of the Republic of Lithuania
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	01/12/2022	Representation office of Nouvelle-Aquitaine
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	30/11/2022	Representantes Gobierno de Cantabria
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	29/11/2022	Ecologistas en Accion
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	25/11/2022	Cámara de Motril
RIQUET Dominique	Rapporteur	TRAN	23/11/2022	UNIFE
DALUNDE Jakop G.	Shadow rapporteur	TRAN	23/11/2022	UNIFE
THALER Barbara	Rapporteur	TRAN	22/11/2022	UNIFE
THALER Barbara	Rapporteur	TRAN	22/11/2022	International Road Transport Union Permanent Delegation to the EU
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	22/11/2022	Puerto de Castellón
THALER Barbara	Rapporteur	TRAN	16/11/2022	Ministerium für Verkehr des Landes Baden-Württemberg
THALER Barbara	Rapporteur	TRAN	16/11/2022	DB (Event DB Wettbewerbsbericht)
THALER Barbara	Rapporteur	TRAN	15/11/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
RIQUET Dominique	Rapporteur	TRAN	09/11/2022	Interferry Inc.
THALER Barbara	Rapporteur	TRAN	09/11/2022	LHI Spedition ÖBB
THALER Barbara	Rapporteur	TRAN	09/11/2022	Ministry of Infrastructure of Poland
RIQUET Dominique	Rapporteur	TRAN	08/11/2022	FEPORT
THALER Barbara	Rapporteur	TRAN	08/11/2022	LHI Spedition ÖBB
THALER Barbara	Rapporteur	TRAN	07/11/2022	Bundesministerium für Klimaschutz, Umwelt, Energie, Mobilität, Innovation und Technologie (Österreich)

DALUNDE Jakop G.	Shadow rapporteur	TRAN	03/11/2022	European Cyclists' Federation 28451455737-18
KOUNTOURA Elena	Shadow rapporteur	TRAN	28/10/2022	European Transport Safety Council
DALUNDE Jakop G.	Shadow rapporteur	TRAN	27/10/2022	DG MOVE
THALER Barbara	Rapporteur	TRAN	27/10/2022	Handelskammer Bozen ANITA
THALER Barbara	Rapporteur	TRAN	25/10/2022	Vertretung der Europaregion Tirol-Südtirol-Trentino
KOUNTOURA Elena	Shadow rapporteur	TRAN	25/10/2022	European Cyclists' Federation
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	20/10/2022	BusinessEurope
DALUNDE Jakop G.	Shadow rapporteur	TRAN	19/10/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	18/10/2022	Terminal Marítima de Zaragoza
DALUNDE Jakop G.	Shadow rapporteur	TRAN	18/10/2022	Region Jämtland Härjedalen
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	14/10/2022	World Road Transport Organisation
THALER Barbara	Rapporteur	TRAN	13/10/2022	BCP Event (BCP, BBT, DB, ÖBB, RFI)
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	11/10/2022	CANSO - Civil Air Navigation Services Organisation
WARBORN Jörgen	Rapporteur	TRAN	11/10/2022	STRING Network
DALUNDE Jakop G.	Shadow rapporteur	TRAN	07/10/2022	Scandria Alliance
DALUNDE Jakop G.	Shadow rapporteur	TRAN	28/09/2022	Stockholms Hamnar
DALUNDE Jakop G.	Shadow rapporteur	TRAN	28/09/2022	Climate, Infrastructure and Environment Executive Agency (CINEA)
KOUNTOURA Elena	Shadow rapporteur	TRAN	27/09/2022	UITP - International Association of Public Transport
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	19/09/2022	European Sea Ports Organisation
THALER Barbara	Rapporteur	TRAN	16/09/2022	Grand-Est Europe
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	14/09/2022	UNIFE
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	07/09/2022	RENFE
RIQUET Dominique	Rapporteur	TRAN	06/09/2022	Inland Navigation Europe
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/09/2022	COMITE POUR LA LIAISON EUROPEENNE TRANSALPINE LYON-TURIN
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/09/2022	UITP - International Association of Public Transport
DALUNDE Jakop G.	Shadow rapporteur	TRAN	02/09/2022	MOFAIR

THALER Barbara	Rapporteur	TRAN	22/07/2022	LCA Logistik Center Austria Süd GmbH
THALER Barbara	Rapporteur	TRAN	12/07/2022	UIRR, International Union for Road-Rail Combined Transport
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	11/07/2022	Ministerio de Transportes del Estado Federal de Baden-Württemberg
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	11/07/2022	Albertis
DALUNDE Jakop G.	Shadow rapporteur	TRAN	06/07/2022	Bellona Europa 29934726424-76
THALER Barbara	Rapporteur	TRAN	06/07/2022	Ministerium für Infrastruktur und Landesplanung des Landes Brandenburg
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/07/2022	Decathlon SE
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/07/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/07/2022	Alstom
DALUNDE Jakop G.	Shadow rapporteur	TRAN	04/07/2022	ÖBB-Holding AG 36636102190-34
THALER Barbara	Rapporteur	TRAN	29/06/2022	European Barge Union Inland Navigation Europe viadonau EFIP
DALUNDE Jakop G.	Shadow rapporteur	TRAN	29/06/2022	North Sweden European Office
DALUNDE Jakop G.	Shadow rapporteur	TRAN	29/06/2022	STRING
THALER Barbara	Rapporteur	TRAN	27/06/2022	Alstom Nederlandse Spoorwegen Société nationale SNCF Comité pour la Transalpine
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	24/06/2022	European Cyclists' federation
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	24/06/2022	UNIFE
THALER Barbara	Rapporteur	TRAN	24/06/2022	Bundesarbeitskammer Österreich
DALUNDE Jakop G.	Shadow rapporteur	TRAN	22/06/2022	FERROVIE DELLO STATO ITALIANE S.p.A. Rail Forum Europe
THALER Barbara	Rapporteur	TRAN	21/06/2022	Conférence des Régions Périphériques Maritimes d'Europe (CRPM) ESPO Port of Kokkala City of Kokkala
DALUNDE Jakop G.	Shadow rapporteur	TRAN	21/06/2022	Decathlon SE European Cyclists' Federation European Passengers' Federation FERRMED Kreab Transdev Group UNIFE ÖBB-Holding AG Community of European Railways and Infrastructure Managers (CER)
THALER Barbara	Rapporteur	TRAN	16/06/2022	BMLV

THALER Barbara	Rapporteur	TRAN	08/06/2022	Community of European Railway and Infrastructure Companies
DE MEO Salvatore	Shadow rapporteur for opinion	IMCO	07/06/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
DALUNDE Jakop G.	Shadow rapporteur	TRAN	30/05/2022	Bund für Umwelt und Naturschutz Deutschland e. V. (BUND e.V.) 424540741196-66
DALUNDE Jakop G.	Shadow rapporteur	TRAN	20/05/2022	European Cyclists' Federation 28451455737-18
DALUNDE Jakop G.	Shadow rapporteur	TRAN	17/05/2022	STRING
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	16/05/2022	Consejería de Presidencia de la Región de Murcia
DALUNDE Jakop G.	Shadow rapporteur	TRAN	16/05/2022	Conférence des Régions Périphériques Maritimes d'Europe (CRPM)
THALER Barbara	Rapporteur	TRAN	13/05/2022	EUSALP Mobility Conference - InfraConceptA
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	12/05/2022	Hyperloop Transportation Technologies
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	12/05/2022	Cámara de Comercio Motril Granada
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	11/05/2022	Transdev Group
DALUNDE Jakop G.	Shadow rapporteur	TRAN	11/05/2022	European Cyclists' Federation
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	10/05/2022	The Community of European Railway and Infrastructure Companies
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	10/05/2022	World Road Transport Organisation
DALUNDE Jakop G.	Shadow rapporteur	TRAN	03/05/2022	SNCF (97914681026-14)
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	27/04/2022	Asociación Logística Innovadora de Aragón
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	25/04/2022	Talgo
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	12/04/2022	Clean Air Task Force, Inc.
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	05/04/2022	Oficina del Comisionado del Gobierno para el Corredor Mediterráneo
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	30/03/2022	Feteia-Oltra
DALUNDE Jakop G.	Shadow rapporteur	TRAN	25/03/2022	Conférence des Régions Périphériques Maritimes d'Europe (CRPM)
DE MEO Salvatore	Rapporteur for opinion	IMCO	21/03/2022	European Cyclists' Federation
DE MEO Salvatore	Rapporteur for opinion	IMCO	15/03/2022	CONFCOMMERCIO - IMPRESE PER L'ITALIA
DE MEO Salvatore	Rapporteur for opinion	IMCO	15/03/2022	CER
DE MEO Salvatore	Rapporteur for opinion	IMCO	10/03/2022	FIEC

DE MEO Salvatore	Rapporteur for opinion	IMCO	01/03/2022	FERROVIE DELLO STATO ITALIANE S.p.A.
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	08/12/2021	Cámara de Comercio de Motril, Autoridad Portuaria de Motril y Cámara de Comercio de Granada
DALUNDE Jakop G.	Shadow rapporteur	TRAN	20/10/2021	Community of European Railway and Infrastructure Companies
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	06/10/2021	Community of European Railway and Infrastructure Companies
GARCÍA MUÑOZ Isabel	Shadow rapporteur	TRAN	16/04/2021	S.E Correos y Telégrafos S.A., S.M.E.

Other Members

Transparency

Name	Date	Interest representatives
KATAINEN Elsi	04/12/2023	Kokkola city and port
BILBAO BARANDICA Izaskun	19/06/2023	Gobierno Vasco
DEPARNAY-GRUNENBERG Anna	04/05/2023	Main Line for Europe
BILBAO BARANDICA Izaskun	12/04/2023	RENFE
PEKKARINEN Mauri	29/03/2023	City of Kokkola Port of Kokkola
BILBAO BARANDICA Izaskun	07/03/2023	Puerto de Motril y Cámara de Comercio
BILBAO BARANDICA Izaskun	30/01/2023	Sector ferrocarril español
ERTUG Ismail	18/01/2023	Community of European Railway and Infrastructure Companies
BILBAO BARANDICA Izaskun	30/11/2022	Parlamento Cantabria
BILBAO BARANDICA Izaskun	30/11/2022	Parlamento cantabria
BILBAO BARANDICA Izaskun	08/11/2022	Ferroviario dello Stato
KATAINEN Elsi	13/10/2022	Kuntaliitto
BILBAO BARANDICA Izaskun	12/10/2022	Gobierno de Cantabria
ERTUG Ismail	11/10/2022	Community of European Railway and Infrastructure Companies
BILBAO BARANDICA Izaskun	19/07/2022	Comisión Europea
BILBAO BARANDICA Izaskun	08/07/2022	European Commission
BILBAO BARANDICA Izaskun	29/06/2022	EAJ
CUFFE Ciarán	18/05/2022	Galway Harbour Company DAC
BILBAO BARANDICA Izaskun	10/05/2022	UNIFE
BERGKVIST Erik	22/04/2022	Österbotten Förbund
PETERSEN Morten	22/09/2021	CanEurope

Final act

Regulation 2024/1679
OJ OJ L 28.06.2024 — Summary

Corrigendum to final act 32024R1679R(01)
OJ OJ L 05.12.2025

Trans-European transport network

2021/0420(COD) - 24/04/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 567 votes to 35, with 29 abstentions, a legislative resolution on the proposal for a Regulation of the European Parliament and of the Council on Union 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 European Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

Objectives of the trans-European transport network

The trans-European transport network should demonstrate European added value by contributing to the objectives laid down in the following four categories:

(1) Sustainability through: (i) the promotion of zero and low emission mobility; (ii) a greater use of more sustainable modes of transport, in particular by further developing an interoperable long-distance rail passenger network, including at high speed, and an interoperable rail freight network, a reliable inland waterway and short-sea shipping network for passengers and freight across the Union; (iii) increased environmental protection; (iv) the reduction of negative externalities, including those related to the environment, climate, health, congestion and accidents, for instance by means of eco-incentives schemes;

(2) Cohesion through: (i) accessibility and connectivity of all regions of the Union, paying particular attention to outermost regions and other remote, insular, peripheral and mountainous regions, as well as sparsely populated areas; (ii) the reduction of infrastructure quality gaps, and the promotion of interoperability between digital systems of all transport modes, with adequate network capacity between regions and Member States;

(3) Efficiency through: (i) the removal of infrastructure bottlenecks and the bridging of missing links, both within transport infrastructures and at connecting points between them, within Member States' territories and between them, in particular at cross-border sections, and connecting, where appropriate, to the trans-European transport network in third countries;

(4) Increasing the benefits for its users through: (i) ensuring the accessibility for users and meeting their mobility and transport needs, taking into account in particular the needs of people in situations of vulnerability, including persons with disabilities or reduced mobility and people living in remote regions.

The trans-European transport network should be gradually developed in three steps: (a) the completion of a core network by 31 December 2030; (b) the completion of an extended core network by 31 December 2040; and,

(c) the completion of a comprehensive network by 31 December 2050.

European Transport Corridors

The **nine European Transport Corridors** specified in the maps set out in Annex III are, namely: (i) Atlantic; (ii) Baltic Sea – Black Sea – Aegean Sea; (iii) Baltic Sea – Adriatic Sea; (iv) Mediterranean; (v) North Sea – Rhine – Mediterranean; (vi) North Sea – Baltic; (vii) Rhine – Danube; (viii) Scandinavian – Mediterranean; (ix) Western Balkans – Eastern Mediterranean.

Transport infrastructure requirements for the comprehensive network

Member States should ensure that, by 31 December 2050, the railway infrastructure of the comprehensive network, except certain connections: (i) is **fully electrified** as regards line tracks and; and (ii) enables, without special permission, the operation of freight trains with a train length of at least 740 m (including the locomotive or locomotives).

Transport infrastructure requirements for the core network and the extended core network

Member States should ensure that, by 31 December 2040:

- for rail sections linking the multimodal freight terminals of two urban nodes or the multimodal freight terminal of an urban node and a border crossing point, over 75 % of the length of each rail section, is designed for a speed of at least 100 km/h for freight trains on the freight lines of the extended core network;

- for rail sections linking the multimodal passenger hubs of two urban nodes or the multimodal passenger hubs of an urban node and a border crossing point, over 75 % of the length of each rail section is designed for a speed of at least **160 km/h for passenger trains** on the passenger lines of the extended core network.

The Rail Freight governance should make all possible efforts to ensure by 31 December 2030, that the dwelling time of freight trains crossing a border between two Member States does not exceed **25 minutes on average** and that most trains crossing at least one border of a European Transport Corridor arrive at their destination or at the external Union border at their scheduled time or with a delay of less than 30 minutes.

Member States should, by 31 December 2040, ensure the development of safe and secure parking areas along the roads of the core network and extended core network, or within 3 km driving distance from the nearest exit of the road of the trans-European network, with an **average maximum distance of 150 km** between two such areas, providing sufficient parking space for commercial vehicles.

Major European airports (processing more than 12 million annual passengers) will be connected to the trans-European railway network.

End cooperation with Russia - focus on Ukraine

Because of Russia's war of aggression against Ukraine, and the position adopted by Belarus in that conflict, cooperation between the Union and Russia and Belarus in the field of the trans-European transport network policy is neither appropriate or in the interest of the Union. Hence, the trans-European transport network in those two third countries should be discontinued. As a consequence, improved cross-border connections to Russia and Belarus are **no longer of high priority** on the territory of the Member States.

The new geopolitical context arising from Russia's war of aggression against Ukraine showed how important seamless transport connections are within the Union's territory and with neighbouring countries.

A railway track gauge different from that of the **European standard nominal track gauge of 1 435 mm** severely hampers the interoperability of the railway networks across the Union and even impacts the competitiveness of those isolated railway networks. New railway lines of the core network or extended core network should therefore be built in European standard nominal track gauge of 1 435 mm.

Military mobility

EU governments should take into account military needs (weight or size of military transport) when constructing or upgrading infrastructure that overlaps with military transport networks, to ensure the seamless transfer of troops and equipment. Within one year after the entry into force of the rules, the Commission should conduct a study on short-notice large-scale movements across the EU, to facilitate military mobility planning.

Trans-European transport network

2021/0420(COD) - 14/12/2021 - Legislative proposal

PURPOSE: to revise the trans-European transport network guidelines to align them with the European Green Deal objectives and the climate targets of the EU Climate Law.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the TEN-T is an EU-wide network of rail, inland waterways, short-sea shipping routes, and roads. It connects 424 major cities with ports, airports and railway terminals. Transport emissions represent around 25% of the EU's total greenhouse gas emissions, and these emissions have increased over recent years. The European Green Deal therefore calls for a 90% reduction in greenhouse gas emissions from transport in order for the Union to become a climate-neutral economy by 2050, while working towards the zero-pollution ambition.

The proposed TEN-T revision seeks to build a reliable, seamless and high quality trans-European transport network which ensures sustainable connectivity throughout the European Union without physical gaps, bottlenecks or missing links by 2050. This network will contribute to the good functioning of the internal market, to the economic, social and territorial cohesion of the EU territory and to the European Green Deal objectives. It should be gradually developed in steps, with intermediate deadlines in 2030 and 2040.

CONTENT: the proposed regulation establishes revised guidelines for the development of a trans-European transport network consisting of the comprehensive network and of the core and extended core network, the two latter being established on the basis of the comprehensive network. It identifies: (a) European Transport Corridors of highest strategic importance on the basis of priority sections of the trans-European transport network; (b) projects of common interest and specifies the requirements to be complied with for the development and implementation of the infrastructure of the trans-European transport network.

The main changes made by the proposal compared to the 2013 Regulation concern the following:

- high infrastructure standards for all modes applied throughout the entire network;

- a new **intermediary deadline of 2040** to advance the completion of major parts of the network ahead of the 2050 deadline that applies to the wider, comprehensive network;

- stronger synergies between infrastructure planning and the operation of transport services. Examples include **higher speeds for train services** across the TEN-T network (**160 kilometres per hour for passenger services and 100 kilometres per hour for freight**), maximum waiting times at borders of 15 minutes for rail freight. Another example is guaranteed good navigation status per river basin on the inland waterways on the TEN-T network;

- requirements for the deployment, across the TEN-T network, of the **charging and refuelling infrastructure** needed for alternative transport fuels. This would mean sufficient charging capacity for cars, vans and trucks at **60 kilometres distance** in each direction by 2025 on the core network and by 2030 for the extended core and comprehensive networks;

- providing **safe and secure parking areas** for commercial drivers, equipped with alternative fuels infrastructure;

- use of innovative technologies like 5G to further advance the digitalisation of transport infrastructure, further increasing efficiency, and improving the safety, security and resilience of the network;

- **increased resilience** of the TEN-T network to natural and human-made disasters and efficient and fast deployment of emergency and rescue services, including for persons with disabilities or reduced mobility;

- the requirement for 424 major cities on the TEN-T network to have sustainable urban mobility plans by 2025, to align their mobility developments on the TEN-T network;

- more **transhipment hubs** and multimodal passenger terminals in cities to facilitate multimodality, in particular for the last mile of a passenger or freight journey;

- **connect large airports to rail**, where possible high-speed rail;

- making it possible network-wide for lorries to be transported by trains.

Annexes

The proposal revises the annexes to contain **detailed maps** of the core, extended core and the comprehensive network, lists of transport and urban nodes in the scope of this Regulation as well as the definition of alignment and maps of the European Transport Corridors. It furthermore contains **indicative maps for the neighbouring countries**.

Budgetary implications

The administrative costs relative to the baseline have been estimated as being moderate. Expressed as present value over 2021-2050, administrative costs for the public authorities have been estimated at EUR 25.4 million (i.e. EUR 15.8 million for the European Commission and EUR 9.6 million for Member States public authorities).

In addition, the largest part of investments is estimated to originate from public funding (national public funds, EU funds) and would amount to EUR 244.2 billion relative to the baseline, expressed as present value over 2021-2050.

Trans-European transport network

2021/0420(COD) - 27/07/2022 - Supplementary legislative basic document

The Commission presented this **amended proposal** for a Regulation of the European Parliament and of the Council on Union 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.

As a reminder, Regulation (EU) 1315/2013 on Union guidelines for the development of the trans-European transport network (TEN-T) sets out a European-wide multimodal network of railways, inland waterways and short-sea shipping routes which are linked to urban nodes, maritime and inland ports, airports and terminals across the European Union. The network provides a solid foundation towards building the arteries that are needed for smooth passenger and freight transport flows in and across Europe.

To help tackle the increasing challenges of climate change and the need for greater resilience of the Union’s transport infrastructure following the crippling effects of the COVID-19 pandemic, the Commission adopted on 14 December 2021 a legislative proposal which revises the TEN-T Regulation of 2013. However, since the adoption of the revised guidelines, the resilience of the European transport network has been put to the test yet again by the devastating impact of Russia’s war of aggression against Ukraine. This has redefined the geopolitical landscape, bringing to the surface our vulnerability to unforeseen disruptive events beyond the Union’s borders. Its major impacts on global markets, such as global food security, has highlighted the fact that the Union’s internal market and its transport network cannot be viewed in isolation when it comes to shaping Union policy. Better connections with the EU neighbouring partner countries are more than ever needed.

CONTENT: the present amended proposal aims to introduce the following changes to the legislative proposal of 14 December 2021:

- as an immediate response to the requested action communicated in the ‘Solidarity Lanes’ Communication, an extension of four European Transport Corridors to Ukraine and Moldova is proposed, based on the indicative maps of the core network in these two countries. This regards notably an extension of the North-Sea Baltic Corridor via Lviv and Kyiv to Mariupol, the extension of the Baltic-Black-Aegean Sea Corridor to Odesa via Lviv and via Chişinău as well as an extension of the Baltic Sea-Adriatic Sea and the Rhine-Danube Corridors to Lviv;

- in view of the current geopolitical context, an orientation towards and expansion of the trans-European transport network in Russia and Belarus is no longer valid or desirable. It is therefore proposed to **remove the indicative maps of the trans European transport network in Russia and Belarus** from Annex IV. However, in case of a democratic transition in Belarus building and upgrading the country’s cross border connections with the EU in line with the comprehensive economic plan for a democratic Belarus would be a high priority, including through re-inclusion of the country back in the Regulation;

- improved cross-border connections to Russia and Belarus are no longer of high priority on the territory of EU Member States. Connections currently exist from Finland, Estonia, Latvia, Lithuania and Poland to these two third countries. To reflect the lesser priority in building and upgrading those ‘last-mile’ connections, it is proposed to **downgrade the last miles of all cross-border connections** currently on the core network to the comprehensive network for which only a later deadline of implementation of 2050 is provided for;

- lastly, several Member States have a railway network with a **different nominal track gauge** than the European standard nominal track gauge of 1 435 mm. The countries concerned are Ireland (1 600 mm gauge), Finland (1 524 mm gauge), Estonia, Latvia and Lithuania (1 520 mm gauge) and Portugal and Spain (1 668 mm gauge). Such differences in railway track gauge considerably restrict rail interoperability across the European Union as has been demonstrated by the current crisis in Ukraine and its problems in exporting grains by rail due to its different track gauge. It is therefore proposed, for all Member States with a land rail connection with other Member States, to include a requirement to develop all new TEN-T railway lines with a **European standard nominal track gauge of 1 435 mm** and also to develop a migration plan towards this European standard nominal track gauge for all existing lines of the European Transport Corridors.

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.

Trans-European transport network

2021/0420(COD) - 28/06/2024 - Final act

PURPOSE: coordinated creation and development of the trans-European transport network to ensure sustainable connectivity in Europe.

LEGISLATIVE ACT: Regulation (EU) 2024/1679 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013.

CONTENT: this revised regulation regarding **EU guidelines for the development of the trans-European transport network** (TEN-T) aims to build a reliable, seamless, and high-quality transport network that ensures sustainable connectivity across Europe without physical interruptions, bottlenecks, and missing links.

Objectives of the trans-European transport network

The overall objective of the development of the trans-European transport network is to establish a **single multimodal Union wide transport network of high quality**. It will demonstrate European added value by contributing to objectives falling within at least two of the four categories:

(a) **sustainability**, notably through the promotion of low and zero-emission mobility and greater use of more sustainable modes of transport, in particular by developing an interoperable long-distance rail passenger network, including high-speed rail, and an interoperable rail freight network, a reliable network of inland waterways and short sea shipping for the transport of passengers and freight throughout the Union;

(b) **cohesion**, in particular through accessibility and connectivity of all regions of the Union, taking particular account of the outermost regions and other remote, insulaire, peripheral and mountain regions, as well as sparsely populated areas;

(c) **efficiency**, in particular through the elimination of infrastructure bottlenecks and the creation of missing links;

(d) **increasing the benefits for its users** by ensuring accessibility for users, taking particular account of the needs of people in vulnerable situations, including people with disabilities or reduced mobility.

Gradual development of the trans-European transport network

The trans-European transport network will be gradually developed in three steps: (a) the completion of a core network by 31 December 2030; (b) the completion of an extended core network by 31 December **2040**; and, (c) the completion of a comprehensive network by 31 December **2050**.

European corridors

The regulation defines European transport corridors of the highest strategic importance on the basis of priority sections of the trans-European transport network and projects of common interest. The new regulation creates **nine 'European transport corridors'**: 1) Atlantic; 2) Baltic Sea - Black Sea - Aegean Sea; 3) Baltic - Adriatic; 4) Mediterranean; 5) North Sea - Rhine - Mediterranean; 6) North Sea - Baltic; 7) Rhine - Danube; 8) Scandinavia - Mediterranean; 9) Western Balkans - Eastern Mediterranean.

Projects of common interest

Projects of common interest will contribute to the development of the trans-European transport network by creating of new transport infrastructure, modernising existing transport infrastructure or through measures to promote the resource-efficient use of the network. They will have to be carried out in compliance with relevant Union and national law, and in particular with Union law on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility.

Member States will decide how to prioritise projects of common interest in line with realistic technical and priority requirements aiming to a unified, high-performant, and fully interoperable infrastructure to contribute to the decarbonisation of the transport sector and its multimodality. These requirements, as set out by the new regulation, are proportionate to the expected benefits, to the functionalities and to the required investments by the Member States.

Rail transport infrastructure

The regulation recognised the importance of railways in the shift to sustainable modes of transport and agreed new requirements that could generally contribute to the modal shift and to a better performance of the future TEN-T railway network. Provisions on: (i) the deployment of the European rail traffic management system (ERTMS); (ii) the extended core and comprehensive network, (iii) the migration to **European standard nominal track gauge** (1 435 mm), (iv) the increase of the number of **740-meter-long** freight trains, and (v) the 160km/h minimum line speed for passenger trains, were provided with a view to ensuring sufficient capacity and smooth rail transport operations without interruption on the whole TEN-T network.

The rail freight governance should make all possible efforts to ensure that the dwelling time of freight trains crossing a border between two Member States does **not exceed 25 minutes** on average and that most trains crossing at least one border of a European Transport Corridor arrive at their destination or at the external Union border at their scheduled time or with a delay of less than 30 minutes.

Road transport

The regulation stipulates that all core and extended core network roads will be specially designed, built or upgraded for motor traffic providing separate carriage ways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or, exceptionally, by other means. Furthermore, the co-legislators agreed on the deployment of **safe and secure parking areas** on the core and extended core network to guarantee better working conditions and rest for professional drivers. Such areas will be deployed within an average maximum distance of 150km on the core and the extended core network.

Urban nodes

Member States will ensure the availability of recharging and refuelling infrastructures for alternative fuels, and by 31 December 2027 at the latest, the adoption and monitoring of a **sustainable urban mobility plan** (SUMP) for each urban node including, among other things, measures aimed at integrating different modes of transport and moving towards sustainable mobility, promoting efficient mobility with zero or low emissions, and reducing air and noise pollution.

Air transport infrastructure

The new regulation supports the objective of improving the connectivity of airports with rail transport services. Airports of major European cities with a total annual passenger traffic of **more than 12 million passengers** will be therefore connected to the trans-European railway network, including the high-speed railway network where possible, allowing long-distance services by 31 December 2040.

Governance

The **European Coordinators**, who are tasked by the Commission with coordinating the decisions and actions of the Member States and other relevant stakeholders, will continue to set the course for the implementation of the TEN-T corridors and horizontal priorities and to involve a wide range of stakeholders throughout the completion of the TEN-T network.

Lastly, in response to the impact of Russia's war of aggression against Ukraine and to ensure better connectivity with key neighbouring countries, the new regulation extends four European Transport Corridors of the TEN-T network to **Ukraine and Moldova** whilst downgrading cross-border connections with Russia and Belarus.

ENTRY INTO FORCE: 18.7.2024.