

Topic : Trans-European Transport Network (TEN-T) Regulation

Brief description and main aims:

The Trans-European Transport Network (TEN-T) comprises the most important transport routes in the EU. (see [interactive TEN-T map](#)).

The TEN-T policy aims at removing bottlenecks, addressing missing links, improving interoperability among different transport modes and among regional and national transport infrastructure and integrating urban areas into the network. Initially created by the Treaty of Maastricht, its last revision was in 2013. The 2013 Regulation differentiates between a comprehensive and a core network - the former including remote areas, the latter containing corridors of “highest strategic importance”. According to the Regulation, the core network should be completed by 2030 while the comprehensive network should be established in 2050. A review of the TEN-T guidelines is scheduled for 2021.

In order to foster investment in the TEN-T and to meet the policy’s objective, a specific funding instrument, the Connecting Europe Facility (CEF), has been created in 2013.

Furthermore, the European Commission wants to speed up the completion of the TEN-T through the *Regulation on streamlining measures for advancing the realisation of the trans-European transport network*. It aims at creating a supportive regulatory environment and introducing efficient procedures since the implementation of TEN-T projects is affected by complex administrative procedures and regulatory uncertainty. The proposal is still under discussion in the Council.

Why FIEC is dealing with this topic:

The TEN-T Regulation is a core instrument at EU level for influencing Member States’ infrastructure policies. Key provisions from our perspective are those that refer to the *infrastructure requirements*. These requirements define the properties the TEN-T infrastructure must have. For instance, the Regulation defines how many lanes a motorway must have. Thanks to FIEC’s intense lobbying over the past years, the European Commission aims at strengthening the approach with the regards to the quality of the TEN-T infrastructure and its maintenance. This also includes the structural stability of critical assets such as bridges and tunnels. Moreover, the European Commission aims at making the TEN-T a precursor for charging infrastructure for electric vehicles. Finally, the eventually revised Regulation is supposed to push for an accelerated completion of the TEN-T.

Depending on how ambitious these requirements will be, **the Regulation can be a trigger for infrastructure works.**

Actions and key dates:

2019-2020 – Several meetings with European Commission officials and Members of Parliament on the topic of infrastructure maintenance

01/2021 – Successful lobbying on the European Parliament’s own-initiative report

05/2021 – Contribution to European Commission’s public consultation

Q4/2021 – Proposal for the revision of the TEN-T Regulation (tbc)