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Council adopts the guidelines for the development of the trans-European transport network

Today's Transport, Telecommunications and Energy Council adopted new guidelines defining a long-term strategy for the development of a complete **trans-European transport network** (TEN-T), consisting of infrastructure for **railways, maritime and air transport, roads and inland waterways** ([42/13](#) + [ADD1](#) + [ADD2](#) + [ADD3](#) + [ADD4](#) + [ADD5](#) + [ADD6](#) + [ADD7](#) + [ADD8](#); statements: [16563/13 ADD1](#)).

The new regulation, which replaces the current guidelines adopted in 1996, amended in 2004 and updated in 2010, introduces in particular a new double-layer structure distinguishing between a **core network** to be put into place as a priority and a **comprehensive network** to be completed later on.

The guidelines lay down the requirements for the management of the infrastructure and the priorities for the development of the TEN-T network, which is designed to **cover all member states and regions** as well as all transport modes.

The guidelines set out the framework for identifying **projects of common interest** contributing to the development of the network. The aim is to tackle the main problems encountered: missing links, in particular at cross-border sections, infrastructure disparities between and within member states, insufficient multi-modal connections, greenhouse gas emissions from transport and inadequate interoperability.

The financial envelope provided for TEN-T for 2014-2020 under the Connecting Europe Facility ([76/13](#)) is EUR 26 250 582 000, including EUR 11 305 500 000 to be transferred from the Cohesion Fund.

P R E S S

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The TEN-T regulation covers issues such as:

- the **binding deadline of 2030** for the completion of the **core network** and an aspirational deadline of 2050 for the comprehensive network;
- the concept of **corridors** as an instrument for the implementation of the core network, stressing, in particular, the multi-modal character of the corridors, with special emphasis on Motorways of the Seas, and the priority to be given to cross-border sections; moreover, coordination between the core network corridors and the existing rail freight corridors needs to be ensured, and a Corridor Forum will be established as a consultative body;
- **exemptions** from the core network infrastructure requirements for railways, as regards the European Rail Traffic Management System (ERTMS) and line electrification, and for inland waterways, with respect to draught and minimum height under bridges;
- an **evaluation**, to be carried out by the Commission when reviewing the implementation of the core network, to assess whether new sections should be included in the core network;
- involvement of public and private **stakeholders**, including local and regional authorities and local civil society, in the planning and implementation of projects;
- the **reporting** obligations of the member states and the Commission;
- changes to the **maps** indicating the layout of the comprehensive and core networks; the alignment of the core network corridors will be included in the annexes to the Connecting Europe Facility regulation, the future funding instrument for the trans-European energy, telecommunications and transport networks.

The act adopted today corresponds to the European Parliament's first-reading position, which reflects the compromise reached between the Council and the Parliament.