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Q&A (EXTENDED VERSION)

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Questions & Answers: The revision of the TEN-T Regulation

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Link to TEN-T maps – visit TENtec

What is the purpose of TEN-T policy?

The EU's Trans-European Transport Network (TEN-T) policy aims at building an effective, EU-wide and multimodal transport network across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linked to cities, maritime and inland ports, airports and terminals. TEN-T policy does so by identifying the transport infrastructure in Member States that has high added value at the European level and that should be part of the TEN-T network. TEN-T policy also sets requirements that this infrastructure must comply with, including on safety, quality for highly performing transport and alignment with environmental objectives.

The policy is a key instrument for the development of coherent, connected and high-quality transport infrastructure across the EU. It incentivises the sustainable and more efficient transportation of people and goods, ensures access to jobs and services, and enables trade and economic growth. It also strengthens the EU's economic, social and territorial cohesion by creating seamless transport systems across borders, without missing links and bottlenecks.

Why is the TEN-T Regulation being revised?

Revising the TEN-T Regulation offers a real opportunity to make our Trans-European Transport Network fit for the future, and to align the development of the TEN-T network to the European Green Deal objectives and the climate targets of the EU Climate Law. Cutting greenhouse gas emissions from the transport sector by 90%, compared with 1990 levels, by 2050, is key to achieving climate-neutrality by the same date.

To make such significant emission cuts, we need a modern, fully-fledged European transport network (1) that makes all transport modes more sustainable by setting firm incentives and requirements for transport infrastructure development and by better integrating the different modes in a multimodal transport system, (2) that ensures that new infrastructure projects on the network are climate-proof and consistent with environmental objectives and (3) that delivers the infrastructure basis for alternative fuel deployment.

At the same time, the TEN-T revision will reinforce the governance and monitoring instruments in place to ensure on-time network completion and exploit synergies between infrastructure planning and transport operations. This includes binding work plans to remove further obstacles for quicker and more efficient rail freight and passenger services.

What are the key elements of the revised TEN-T Regulation?

The TEN-T Regulation supports the development of a reliable and seamless trans-European transport network that offers sustainable connectivity throughout the European Union, without physical gaps, bottlenecks or missing links.

This high-quality network shall be gradually completed in three steps: 2030 for the core network, 2040 for the extended core network and 2050 for the comprehensive network. The core and extended core network together form the European Transport Corridors which are the most strategic part of the network with highest EU added value.

The main novelties compared to the 2013 Regulation:

- High infrastructure standards for all modes applied throughout the entire network.
- Nine 'European Transport Corridors', representing the main arteries of EU transport, that integrate the former Core Network Corridors with the Rail Freight Corridors.
- 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 in line with the Alternative Fuels Infrastructure Regulation. 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 via climate-proofing requirements and environmental impact assessments for new projects, and to the implications of an accident or breakdown (e.g. by enabling alternative route alignments to the main network).
- The requirement for 424 major cities ("cities") on the TEN-T network to have sustainable urban mobility plans by 2025, in order to align their mobility developments on the TEN-T network. The SUMPs will contain measures such as the promotion of zero-emission mobility and the greening of the urban fleet.
- 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.

What are the milestones for the completion of the TEN-T network?

The TEN-T network will be completed in three steps:

By 2030 – completion of the core TEN-T network at existing TEN-T standards such as the electrification of the entire rail network and the possibility to run 740 m trains.

By 2040 – completion of the extended core network according to the new standards such as the 160 km/h minimum line speed for passenger rail. The new standards proposed in the revision, in particular on green transport and enhanced digitalisation, will apply by this

date for both the core and extended core network. ERTMS shall also be deployed by 2040 on the entire TEN-T network and national systems being removed. The 2040 milestone has been added to accelerate network completion in view of reaching the EUs climate ambitions by 2050.

By 2050 – completion of the entire Trans-European Transport Network, including the sections within the comprehensive network.

How and on what basis have the TEN-T maps been redesigned?

The design of the TEN-T is based on the objective and transparent planning methodology that was established in 2013. It has now been updated in the framework of TEN-T Regulation revision.

The methodology comprises a number of criteria. In a first step, the comprehensive network is identified. In a second step, parts of the comprehensive network are identified as representing the trans-European transport network's strategically most important links and hence as part of the core network to be completed by 2030 or the extended core network to be completed by 2040.

Only very limited changes are proposed to the core network. The current core network should remain stable in view of its completion in less than 10 years.

What are the expected economic and climate benefits of the TEN-T completion?

The revision of the TEN-T Regulation will offer significant economic benefits, as outlined by the impact assessment.

Taking all of the new measures into account, we can expect a GDP increase of 2.4% by 2050, relative to the current situation. This translates into a €467 billion increase of GDP in 2050.

The numerous projects that must be implemented to complete the TEN-T will also create new jobs. The higher investment stimulated by the revised TEN-T is expected to increase employment by around 0.5% by 2050 – that is an additional 840 000 jobs by 2050.

The revised TEN-T Regulation is expected to reduce overall CO2 emissions: by 0.3% by 2050 along the comprehensive network, and by 0.4% along the core network by 2050.

The reduction in the external costs caused by CO2 emissions is estimated at around €387 million over the 2021-2050 period, while that of air pollution is estimated at around €420 million. This is achieved mainly via the predicted shift towards sustainable transport modes such as rail and inland waterways. This will complement the greenhouse gas emissions and air pollution reductions resulting from earlier proposals such as the CO2 performance standards for cars and vans, and the roll-out of the necessary charging points and alternative refuelling points as foreseen under the proposed Alternative Fuels Infrastructure Regulation.

New quality standards and safety features will also improve road safety, reducing the number of fatalities and injuries sustained on EU roads. The external costs caused by accidents are expected to fall by around €3 930 million over the 2021-2050 period. For inter-urban road congestion, costs are expected to fall by around €2 891 million during the same period.

What is the link between the TEN-T revision and the revision of the ITS Directive?

The ITS Directive regulates the provision of intelligent transport systems on the TEN-T network. The ITS Directive – and the AFIR Regulation – rely on the TEN-T Regulation for

the geographical scope of the deployment of alternative fuel infrastructure and intelligent transport systems. The geographical scope can be found in the maps contained in the TEN-T Regulation.

What is the link between the TEN-T revision and the Action Plan on Rail?

The Commission is today also presenting an Action Plan on Rail to boost long-distance and cross-border passenger rail services. Infrastructure plays an important role in this plan. In particular, the TEN-T revision will ensure sufficient high-speed capacity and connections. It proposes, amongst other measures, a minimum speed of 160 km/h for the core and extended core network, as well as increased efforts to better connect airports by railways.

What is the link between the TEN-T revision and the EU Urban Mobility framework?

Cities are important points of transfer and last-mile connection within or between different transport modes on the TEN-T. It is important to ensure that neither capacity bottlenecks nor insufficient network connectivity within urban nodes can hamper multimodality along the trans-European transport network.

For this reason, the new provisions introduced through the revised TEN-T Regulation require that by 2040, at least one multimodal passenger hub and one multimodal freight terminal allowing for sufficient transhipment capacity within or in the vicinity of the urban node is in place.

In addition, by 2025, the 424 cities identified in the new TEN-T regulation must develop a Sustainable Urban Mobility Plan (SUMP) that includes measures to integrate the different modes of transport, and to promote zero-emission mobility.

KEY ELEMENTS PER TRANSPORT MODE

What are the main requirements and priorities for the railway sector?

The TEN-T Regulation sets a number of ambitious infrastructure requirements and priorities for the railway sector.

First and foremost, all railway lines will have to be fully electrified, have a nominal track gauge of 1435 mm and, for freight trains, allow axle loads of at least 22.5t and the operation of trains with a minimum length of 740m. These requirements must be fulfilled gradually: on the core network by 2030, on the extended core network by 2040, and on the comprehensive network by 2050.

In addition, a minimum line speed for freight trains of 100 km/h must be applied for the core network by 2030, and the extended core network by 2040.

As regards ERTMS, the core network needs to be equipped by 2030, and the extended core network and the comprehensive network by 2040. National class-B systems shall be decommissioned on the entire TEN-T network by 2040.

In addition, an important new freight requirement has been added to the list of requirements, i.e. to allow for the circulation of freight trains carrying intermodal loading units (i.e. semi-trailers on standard wagons – so called 'P400 standard'). This needs to be guaranteed on the core and extended core network by 2040, and on the comprehensive network by 2050.

Another new requirement for passenger rail is the introduction of a minimum line speed of 160 km/h for passenger trains, applicable on the core and extended core network by 2040.

On top of those infrastructural requirements, the freight railway lines within the European Transport Corridors should meet the following operational targets by 2030:

- for each cross-border section, the dwelling time (time needed to cross a border) of all freight trains crossing the border must not exceed 15 minutes on average;
- At least 90% of the freight trains crossing at least one European Transport Corridor border must arrive at their destination, or at the external Union border if their destination is outside the EU, at their scheduled time, or with a delay of less than 30 minutes.

What are the main requirements and priorities for the inland waterway transport and the inland ports?

Taking account of the very diverse hydro-morphology of the inland waterway system in Europe, the new Regulation introduces the concept of 'good navigation status'. Inland waterways will have to meet a number of general requirements that will be complemented by specific and tailored requirements per river-basin, to be set through Commission implementing acts.

Concretely, rivers, canals, lakes, inland ports, and their access routes, shall provide a minimum navigable channel depth of least 2.5m, and a minimum height under non-openable bridges of 5.25m, for a defined number of days per year.

Inland ports shall be connected to the road or rail infrastructure, and offer at least one multimodal freight terminal open to all operators and users in a non-discriminatory way. Transparent and non-discriminatory charges shall be applied. They shall be equipped with facilities to improve the environmental performance of vessels in ports, including reception facilities, degassing facilities, and noise reduction measures.

What are the main requirements and priorities for the maritime transport and maritime ports?

For maritime transport, the new Regulation gives short-sea shipping a firm push. The 'European Maritime Space' should connect and integrate maritime components with the land-side network, through the creation or upgrading of short-sea shipping routes, and through the development of maritime ports and their hinterland connections. The objective is to integrate the maritime space with other transport modes efficiently, viably and sustainably. The former Motorways of the Sea concept is strengthened and extended, for instance by also promoting short-sea shipping routes between two comprehensive ports, including within a Member State.

On the **core network**, by 2030, all maritime ports must be connected with rail and road infrastructure and, where possible, inland waterways. Any maritime port that serves freight traffic must offer at least one multimodal freight terminal, which must be open to all operators and users in a non-discriminatory way, and apply transparent and non-discriminatory charges. Finally, maritime ports connected to inland waterways must be equipped with dedicated handling capacity for inland waterway vessels.

On the **comprehensive network** those requirements must be met by 2050.

On the **whole TEN-T network,** alternative fuels infrastructure must also be deployed in maritime ports, in full compliance with the requirements of the new Regulation on the deployment of alternative fuels infrastructure, which is currently being discussed with the European Parliament and the Council. Maritime ports shall also be equipped with the infrastructure needed to improve the environmental performance of ships in ports, in particular reception facilities for ship-generated waste and cargo residues, with VTMIS (Vessel Traffic Management Information System) and SafeSeaNet.

What are the main requirements and priorities for road transport?

For road transport, the focus of the TEN-T Regulation is on the quality of infrastructure, safety, the deployment of alternative fuels infrastructure and the implementation of intelligent transport systems.

On the **core network**, by 2030, the safety of road transport infrastructure must be ensured, monitored and, where necessary, improved. Roads must be designed, built or upgraded and maintained to the highest safety levels, in particular by using the very latest technologies. Intelligent transport systems on road transport infrastructure must comply with the revised Directive on the framework for the deployment of Intelligent Transport Systems and alternative fuels infrastructure must be deployed on the road network in full compliance with the requirements of the Regulation on the deployment of alternative fuels infrastructure. In addition, rest areas shall be available at least every 60 km, providing sufficient parking space, safety and security equipment, and appropriate facilities, including sanitary facilities.

By 2040, the roads that make up the core network shall provide separate carriageways for traffic travelling in opposite directions, separated by a dividing strip not intended for traffic. They must not cross any road, railway or tramway track, bicycle path or footpath. Safe and secure parking areas shall be available at least every 100 km, providing sufficient parking space for commercial vehicles and comfortable sleeping and sanitary facilities for drivers. Weigh-in motion systems shall be installed at least every 300 km to check the weight of heavy duty vehicles.

On the **comprehensive network,** these requirements shall apply by 2050.

What are the main requirements and priorities for air transport?

For air transport, all airports must be connected with the long-distance rail network (including the high-speed rail network where possible) on the **core network** by 2030. All airports must offer at least one terminal that is open to all operators and users in a non-discriminatory way, and must apply transparent and non-discriminatory charges. The infrastructure for air traffic management shall permit the implementation of the Single European Sky. Furthermore, alternative fuels infrastructure shall be deployed in full compliance with the requirements as defined in the Regulation (under negotiation) on the deployment of alternative fuels infrastructure.

On the **comprehensive network** the requirement of connection with the long-distance railway network (including with the high-speed rail network where possible) applies to airports used by more than four million passengers each year.

All requirements for the core network also apply to the comprehensive network, with the deadline of 2050.

What are the new specifications and priorities for multimodal freight terminals?

The TEN-T network promotes the development of different types of terminals: multimodal freight terminals in the maritime and inland ports, terminals within or in the vicinity of an urban node and rail-road terminals.

To promote multimodality, sufficient multimodal freight terminal capacity is needed, serving current and future traffic flows, and in particular urban nodes, industrial centres, ports and logistics hubs.

This is why, within two years of this Regulation entering into force, Member States must conduct market analysis of multimodal freight terminals on their territory. This analysis shall:

- examine current and future freight traffic flows,
- identify existing multimodal freight terminals along the TEN-T network on their territory, and assess the need for new multimodal freight terminals or additional transhipment capacity in these terminals, and
- analyse how to ensure adequate distribution of multimodal freight terminals with adequate transhipment capacity.

The analysis should ultimately lead to an action plan for the development of a multimodal freight terminal network on the TEN-T.

Multimodal freight terminals shall be equipped with at least one recharging station for alternative fuels for heavy-duty vehicles.

Those multimodal freight terminals that are connected to the rail network must also be able to handle all types of intermodal loading unit by 2030 if they are classified as intermodal terminals. They must also be able to accommodate 740m-long trains without manipulation by 2050.

What are the new specifications and priorities for urban nodes?

Urban nodes play an important role on the trans-European transport network as the starting point or final destination for passengers and freight. They are points of transfer within or between different transport modes, and points of last-mile connections. It is important to ensure that neither capacity bottlenecks nor insufficient network connectivity within urban nodes can hamper multimodality along the trans-European transport network.

For this reason, the new provisions introduced through the revised TEN-T Regulation require that by 2025, the 424 urban nodes identified in the new TEN-T regulation must develop a Sustainable Urban Mobility Plan (SUMP) that includes measures to integrate the different modes of transport, and to promote zero-emission mobility.

In all TEN-T urban nodes, sustainable, seamless and safe interconnections must also be ensured for passengers between rail, road, air, the active modes of transport and, as appropriate, inland waterway and maritime infrastructure by 2030. Passengers shall be able to access information, to book, pay for their journeys and retrieve their tickets through multimodal digital mobility services by that date.

For **freight transport,** sustainable, seamless and safe connections between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure, as well as appropriate connections with logistics platforms and facilities, shall be ensured by 2030.

The revised Regulation requires the availability of alternative fuels recharging and refuelling infrastructure, including in logistics platforms and for public transport, in full compliance with the requirements of the Regulation on the deployment of alternative fuels infrastructure. It also requires the development of multimodal passenger hubs – equipped with alternative fuel infrastructure – to facilitate first and last-mile connections.

Finally, the Regulation requires that by 2040, at least one multimodal freight terminal allowing for sufficient transhipment capacity within or in the vicinity of the urban node is in place.

GOVERNANCE

How will you boost synergies between Rail Freight Corridors and Core Network Corridors?

The revised TEN-T Regulation includes nine European Transport Corridors (ETCs). These Corridors will be strategically very important for the development of sustainable and multimodal freight and passenger transport flows, and for the development of interoperable high-quality infrastructure and operational performance. They will help the EU realise its vision of creating a highly competitive rail network for Europe.

These ETCs will replace the existing Rail Freight Corridors and the TEN-T Core Network Corridors. The proposal ensures that both sets of corridor instruments are geographically aligned, and further strengthens coordination between them.

The integration of the two corridor concepts is needed to ensure coherence in network development, to avoid duplication and to increase synergies between infrastructure planning and the operational needs of the network. Promoting the deployment of the European Transport Corridors will fall, for the most part, to the European Coordinators and their work plans.

Are there major changes in alignment of European Transport Corridors compared to Core Network Corridors?

The integration of the existing nine Core Network Corridors and the eleven Rail Freight Corridors will lead to a certain number of changes when integrated into nine European Transport Corridors. This is necessary to have less overlaps between European Transport Corridors, to simplify where possible corridors which cover similar traffic flows and to take account of the political developments.

The "Rhine-Alpine" and the "North Sea-Mediterranean" corridors are going to be integrated into the "North Sea-Alpine" corridor. This will allow to benefit from synergies on the two corridors and increase resilience for the very traffic intensive flows between the North Sea and the Mediterranean.

A new corridor "Western Balkans" is designed on the existing "Alpine-Western Balkan" Rail Freight Corridor, but extended to cover all the Western Balkan partners which are linked to the EU through the Transport Community Treaty.

The new "Baltic Sea-Adriatic Sea" is largely based on the "Baltic-Adriatic" corridor and extended by integrating parts of the Amber Rail Freight Corridor and the "Mediterranean" core network corridor; it includes as well the Italian Adriatic coast line to Bari.

A new corridor "Baltic – Black – Aegean Seas" is based on parts of the former "Orient-East Med" Core Network Corridor and the "Amber" Rail Freight Corridor. It is going to develop multi-modal transport connections north-south on the eastern border of the EU.

The "Rhine-Danube" corridor includes the northern sections of the former "Orient-East Med" corridor.

The eastern parts of the "Mediterranean" corridor are integrated into the "Baltic Sea-Adriatic Sea"; the rest of the corridor remains stable.

The "Atlantic", "Scandinavian-Mediterranean" and "North Sea-Baltic" corridors remain largely as they are.

How will you ensure that the TEN-T network is completed on time?

The revised Regulation builds on the existing governance instruments, such as the European Coordinators, work plans setting out milestones for the corridors' development, stakeholder forum meetings and a comprehensive database of TEN-T infrastructure (TENtec). Those are strengthened to allow for improved progress monitoring – for TEN-T completion and related impacts and results.

Based on the Coordinators' work plans, the Commission will adopt implementing acts for all the corridors and horizontal priorities, thereby translating into legal acts the priorities and milestones set out in the Coordinators' work plans.

Every four years, the European Coordinators of the nine European Transport Corridors and the two horizontal priorities (ERTMS and the European Maritime Space) will draw up a work plan providing a detailed analysis of the state of implementation of the corridor or horizontal priority, its compliance with the requirements of the Regulation, and the priorities for its future development.

In addition the Commission may issue an opinion on the coherence of the draft national plans and programmes with the priorities set out in the TEN-T Regulation and with the priorities set out in the work plans for the corresponding corridor(s) and of the horizontal priorities. Implementation problems affecting projects, e.g. delays, can be easily spotted and interventions planned by the Commission and/or European Coordinators.

Through an enhanced TENtec system, progress will be monitored in terms of technical completion of TEN-T infrastructure in adherence with defined TEN-T standards and against the defined deadlines of 2030, 2040 and 2050.

Finally, in case of delay on the implementation of the sections of the TEN-T, the Commission may request the Member States justification and take the necessary steps to redress the situation.

What will be the role and duty of the European Coordinators?

The European Coordinators have an important role to play in monitoring the completion of the TEN-T network. They act as ambassadors of TEN-T policy and mediators between all relevant stakeholders that they gather in so-called 'Corridor Fora' and other relevant stakeholder fora for the horizontal priorities (ERTMS and the European Maritime Space).

The European Coordinators will:

- support the coordinated implementation of the European Transport Corridor or horizontal priority concerned;
- draw up a work plan together with the Member States concerned and monitor its implementation;
- consult with the Corridor Forum or the consultative forum for the horizontal priorities respectively in relation to that work plan and its implementation, and regularly inform the Forum about the implementation of the work plan;
- report to the Member States, to the Commission and to other entities on any difficulties encountered in the development of the European Transport Corridor or horizontal priority;
- draw up an annual status report on the progress achieved in implementing the European Transport Corridors and horizontal priorities;
- cooperate closely with the rail freight governance to identify and prioritise investment needs for rail freight on the European Transport Corridors' rail freight lines;
- monitor administrative, operational and interoperability aspects of freight traffic on the rail freight lines of the European Transport Corridors, in close cooperation with the rail freight governance.
- Monitor cross-border passenger rail traffic on the passenger lines of the European Transport Corridors.

How will you ensure that national priorities are well aligned with the TEN-T policy?

Member States will have to ensure that national transport and investment plans and other relevant national plans and programmes are coherent with Union transport policy. More specifically, they must be aligned with the priorities and deadlines set out in the TEN-T Regulation and in the work plans for the respective European Transport Corridors and horizontal priorities.

National investment plans should include all projects of common interest and related investments needed for the timely completion of the network.

Member States must notify the Commission of draft national plans and programmes for developing the TEN-T, at least 12 months before their adoption. The Commission may issue an opinion no later than six months following that notification, and the Member States will inform the Commission, no later than two months after notification of the opinion, of measures adopted to address the recommendations set out in the opinion.

How will Member States, infrastructure managers and all other relevant stakeholders be involved in the implementation of TEN-T policy?

For each European Transport Corridor and horizontal priority, the respective European Coordinator is assisted by a secretariat and consultative forum, respectively the 'Corridor Forum' and the 'Consultative Forum for the horizontal priorities'.

The Corridor Forum comprises Member States, regional and local authorities, infrastructure managers, transport operators, especially those who are members of the

rail freight governance, the supply industry, transport users and civil society representatives.

With the agreement of the Member States concerned, the Coordinator can also set up and chair corridor working groups on topics of importance for the development of the corridor and the priorities set out in the work plan.

HORIZONTAL ISSUES

How can the TEN-T cater for the deployment of alternative fuels across the network?

In July 2021, the European Commission proposed an Alternative Fuels Infrastructure Regulation (AFIR) regulating the provision of charging/refuelling points for alternative fuels on the TEN-T.

The TEN-T Regulation provides the geographical scope and the infrastructural basis (roads, ports, airports and urban nodes) for the wide deployment of alternative fuels on the European network. It makes direct reference to the requirements set out in AFIR per transport mode, and will thereby contribute to the deployment of alternative fuel infrastructure across the network. The revised TEN-T Regulation also introduces a requirement for charging/refuelling points at multimodal freight terminals and multimodal passenger hubs not covered by AFIR.

How are social concerns taken into consideration? What are the user benefits?

An overall objective of the TEN-T is to strengthen social, economic and territorial cohesion within the Union, and to contribute to the creation of a single European transport area that is sustainable, efficient and resilient, and that increases user benefits and supports inclusive growth.

TEN-T policy provides for transport infrastructure that allows seamless mobility and accessibility for all users, taking into account in particular the needs of people in situations of vulnerability, such as older people, those with disabilities or reduced mobility, and people living in remote regions, including the EU's outermost regions and islands. In addition, TEN-T policy aims at improving service quality for transport users, and social conditions for transport workers, for example by deploying safe and secure parking areas for lorry drivers.

How has digitalisation been taken into account?

The Regulation promotes and stimulates the deployment of digital tools and new technologies in all modes of transport with a view to improving capacity, efficiency, user-friendliness and security within the whole transport system.

Digital tools and new technologies are needed to improve operation, management, accessibility, interoperability, multimodality and efficiency, including through multimodal digital mobility services. Measures concern, for example, the deployment of traffic management systems in different transport modes and interoperability between freight transport in ports and terminals.

The Regulation also promotes security technology, and seeks to protect the network from natural and human-made disasters through digital, cyber-secure solutions.

Does the proposal cover military mobility?

The EU Action Plan on Military Mobility of March 2018 asked the Commission to assess the need to adapt the TEN-T Regulation to reflect the military use of infrastructure. Based on the gap analysis between the TEN-T network and the military requirements, the Regulation includes additional dual-use (i.e. for military and civilian use) roads and railways in the TEN-T network.

Will the Commission pay special attention to third-country investments on the TEN-T network?

Investment by undertakings that are owned or controlled by persons or companies in non-EU countries can help to accelerate the realisation of the TEN-T network. However, in certain circumstances, this might compromise security and public order.

The Regulation establishes a mechanism on the screening of foreign direct investment in the Union. The objective is to ensure greater awareness of participation by non-EU entities in the development of critical infrastructure on EU territory. This will allow public authorities to intervene if it appears that they are likely to affect security or public order in the EU.