

TEN-T Revision – AUSTRIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

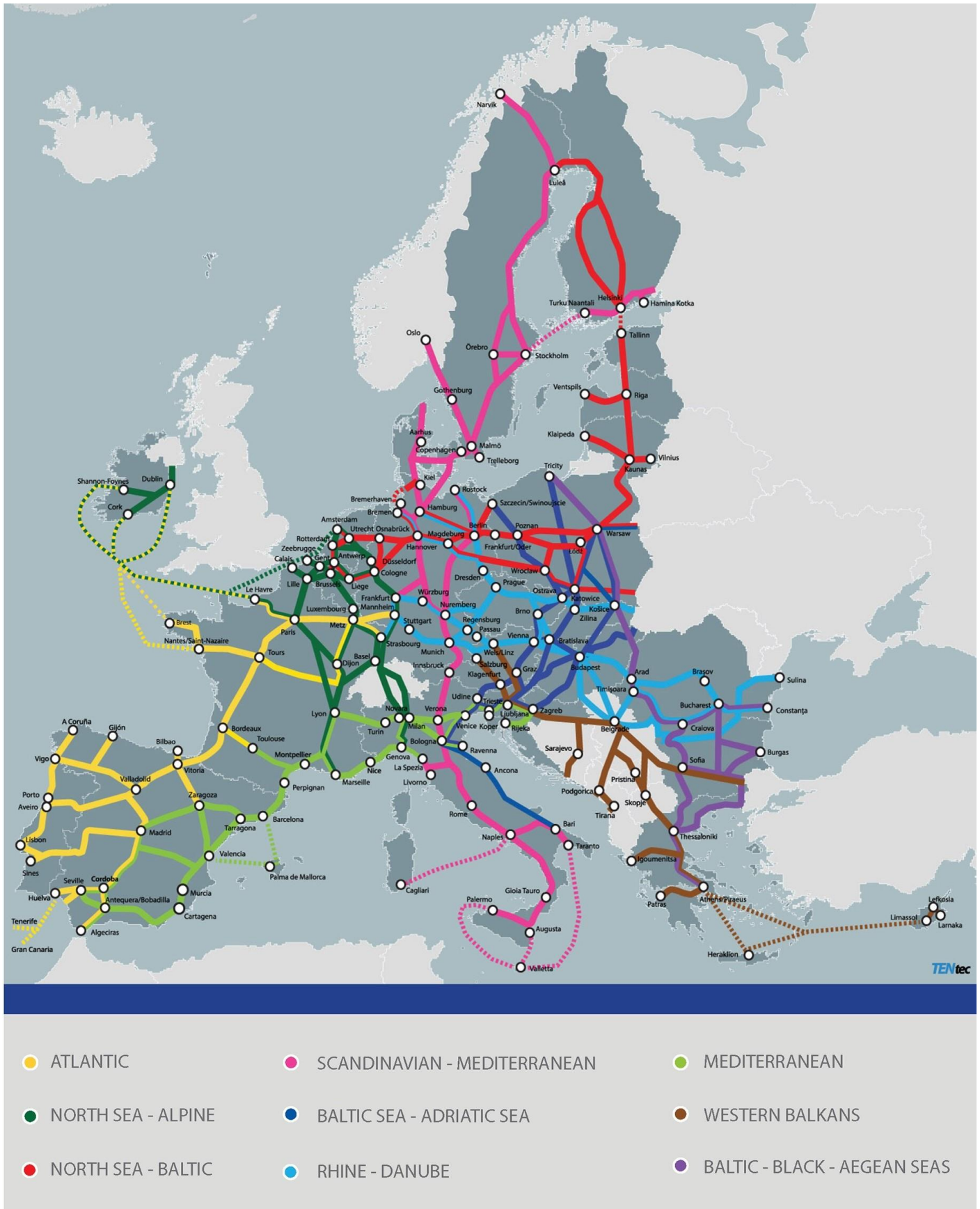
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Austria is part of the Scandinavian – Mediterranean, Baltic Sea – Adriatic Sea, Rhine – Danube and Western Balkans European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEV



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
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Main changes

Rail

- We are proposing to add the sections of Gratz-Linz and Salzburg-Villach to the extended core network owing to their importance to rail freight.
- We are proposing a new cross border connection to Italy: Villach-Lienz-Bressanone-Bolzano.
- We are proposing a small adjustment to the core network in the form of the addition of a last mile connection to the Port of Vienna.

Road

- In order to ensure a multimodal character of the Western Balkan corridor, the roads from Salzburg to Ljubljana and from Linz to Graz are added to the extended core network.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Bregenz	X				
Eisenstadt	X				
Graz	X	Comprehensive			Core (Werndorf)
Innsbruck	X	Comprehensive			
Klagenfurt	X	Comprehensive (Klagenfurt)			Comprehensive (Villach-Fürnitz)
Krems				Comprehensive	
Linz-Wels	X (Linz)	Comprehensive (Linz)		Core (Enns) Comprehensive (Linz)	Core (Wels)
Salzburg	X	Comprehensive			Comprehensive
Sankt Pölten	X				
Wien	X	Core (Schwechat)		Core	Core
Wolfurt					Comprehensive
Wörgl					Comprehensive

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well NUTS2 capitals where there is no city of at least 100,000 inhabitants are TEN-T urban nodes.
- As the NUTS2 capitals, Bregenz and Eisenstadt, will become TEN-T urban nodes. We are proposing the following new urban nodes: Graz, Innsbruck, Klagenfurt-Villach, Linz, Salzburg, Sankt Poelten, Bregenz, Eisenstadt.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – BELGIUM

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

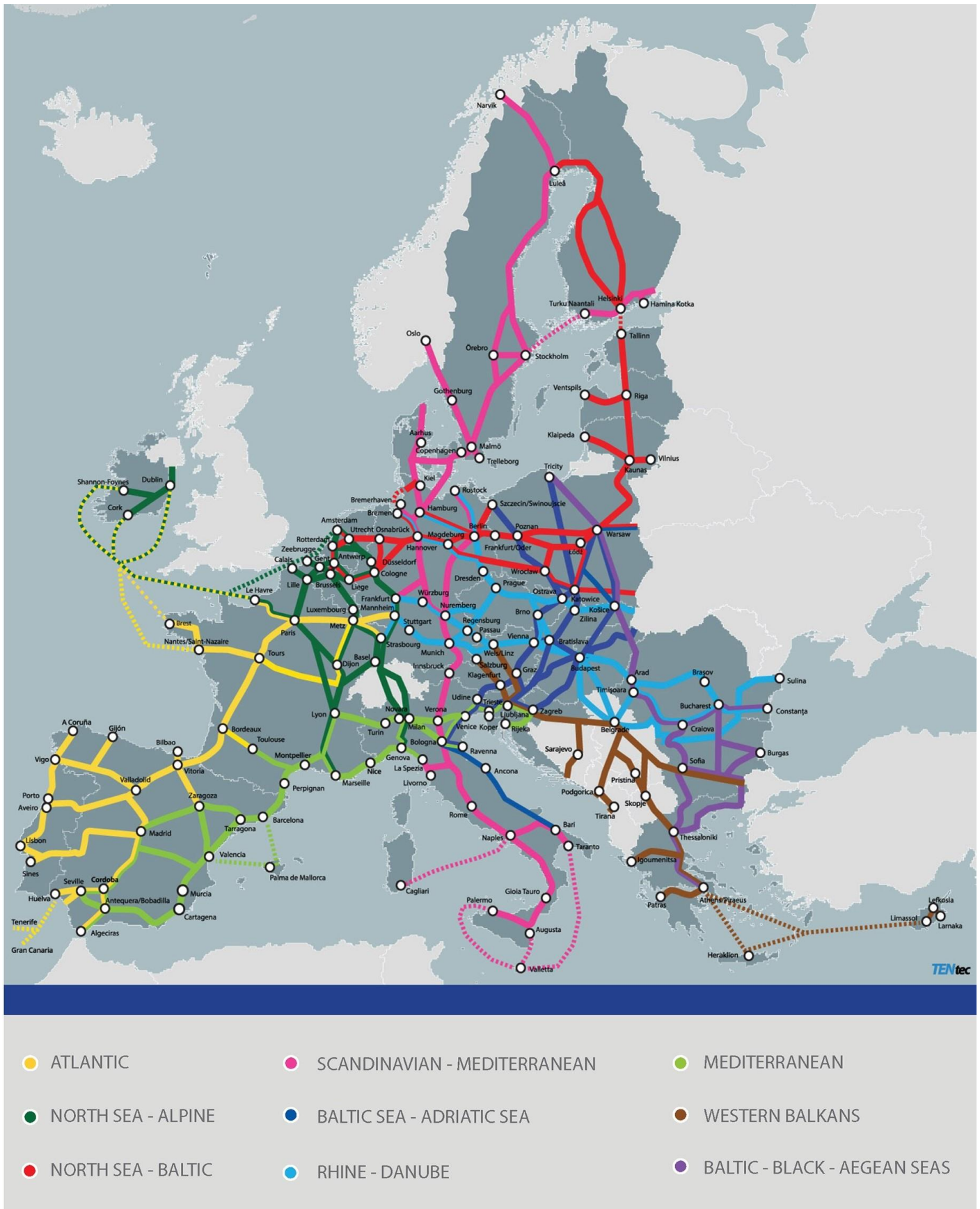
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The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Belgium is part of the North Sea – Baltic and North Sea – Alpine European Transport Corridors

2. The core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEVtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
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Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
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Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
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Main changes

Rail

- We are proposing a few additions and small status changes for some rail stretches, mostly stemming from the integration of Rail Freight Corridors:
 - connection to the port of Terneuzen (BE/NL);
 - A few missing sections in the port of Antwerp and in the Brussels area;
 - Connections from Hasselt to Mol and Genk;
 - Connection between Mouscron and Tournai as well as from Marche-en-Famenne to Comblain au-Pont;
 - A new connection between Dinant (BE) and Givet (FR) following consultations with FR;
 - The section leading to the port of Oostende that will be no longer on the TEN-T was changed to the comprehensive network as it still connects to the airport of Oostende.

Road

- As the port of Oostende is removed from the TEN-T, the road section leading to the harbour is shifted from the core to the comprehensive network.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aalst				Comprehensive	
Albertkanaal				Core	
Antwerpen	X		Core	Core	Core
Arlon	X				
Athus					Comprehensive
Avelgem				Comprehensive	
Brugge	X				
Bruxelles/Brussel	X	Core (National/Nationaal)		Core	
Charleroi	X	Comprehensive		Comprehensive (Can. Charleroi-Bruxelles), Comprehensive (Sambre)	
Gent	X		Core	Core	
Grimbergen				Comprehensive	
Hasselt	X				
Kortrijk				Core (Bossuit)	
Leuven	X				
Liège	X	Core		Core (Can. Albert) Core (Meuse)	
Mons				Comprehensive (Centre/Borinage)	
Namur	X			Core (Meuse), Comprehensive (Sambre)	
Oostende		Comprehensive (Oostende)			
Ottignies-Louvain-la- Neuve	X				
Roeselare				Comprehensive	
Tournai				Comprehensive (Escaut)	
Willebroek				Comprehensive	
Zeebrugge			Core (Zeebrugge)		

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to add the inland port of Grimbergen to the comprehensive network.

- We are proposing to remove the ports of Oostende and Clabecq from the TEN-T due to low traffic volumes.

Railroad terminals

- As we are proposing to include the inland port of Grimbergen to the TEN-T, the railroad terminal of Grimbergen which no longer be listed separately.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing, besides the urban nodes of Antwerp and Brussels stemming from the methodology, the following new urban nodes: Brugge, Gent, Leuven, Ottignies, Charleroi, Namur, Hasselt, Liege, Arlon.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – BULGARIA

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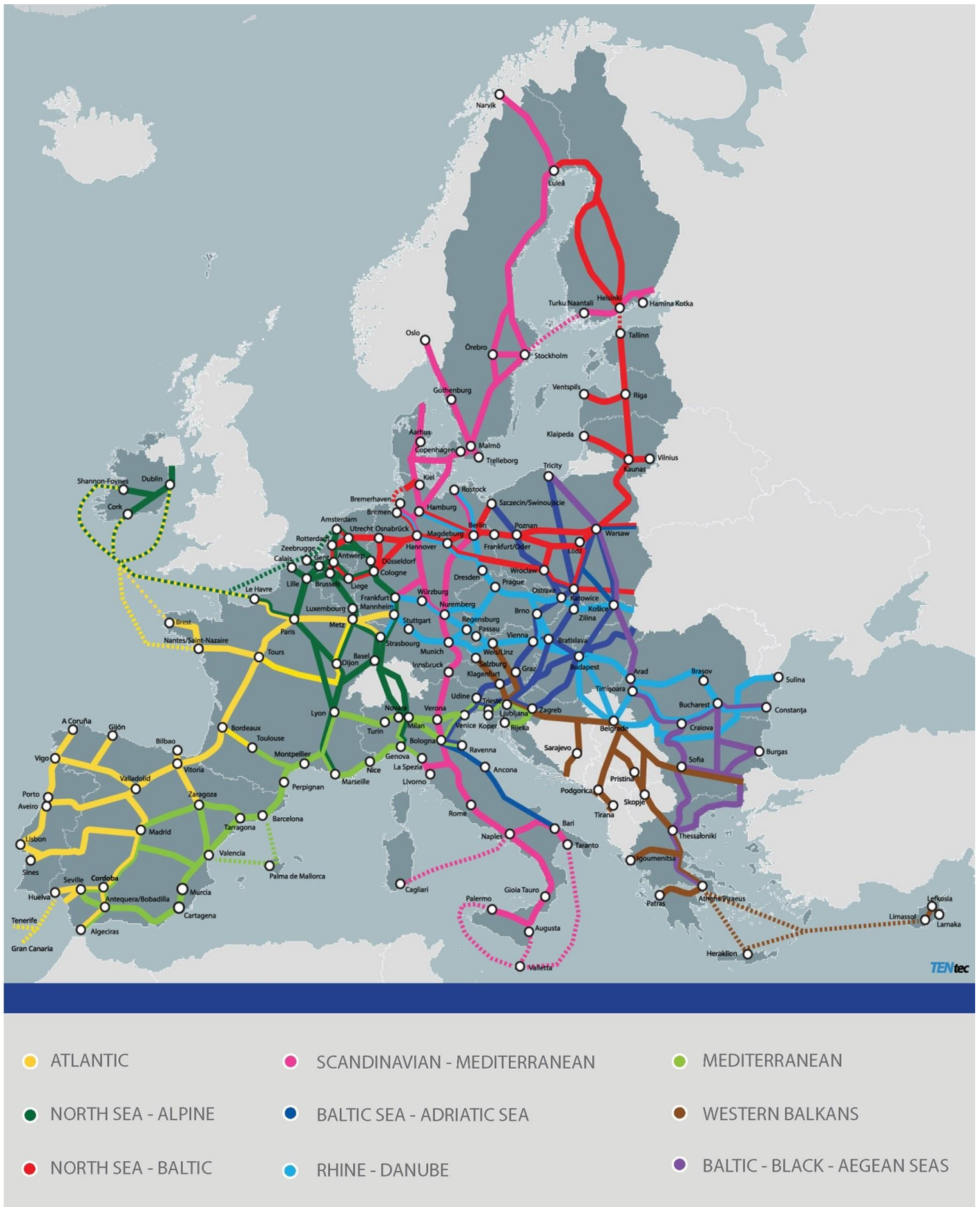
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1. The European Transport Corridors



Bulgaria is part of the Rhine – Danube, Baltic – Black – Aegean Seas and Western Balkans European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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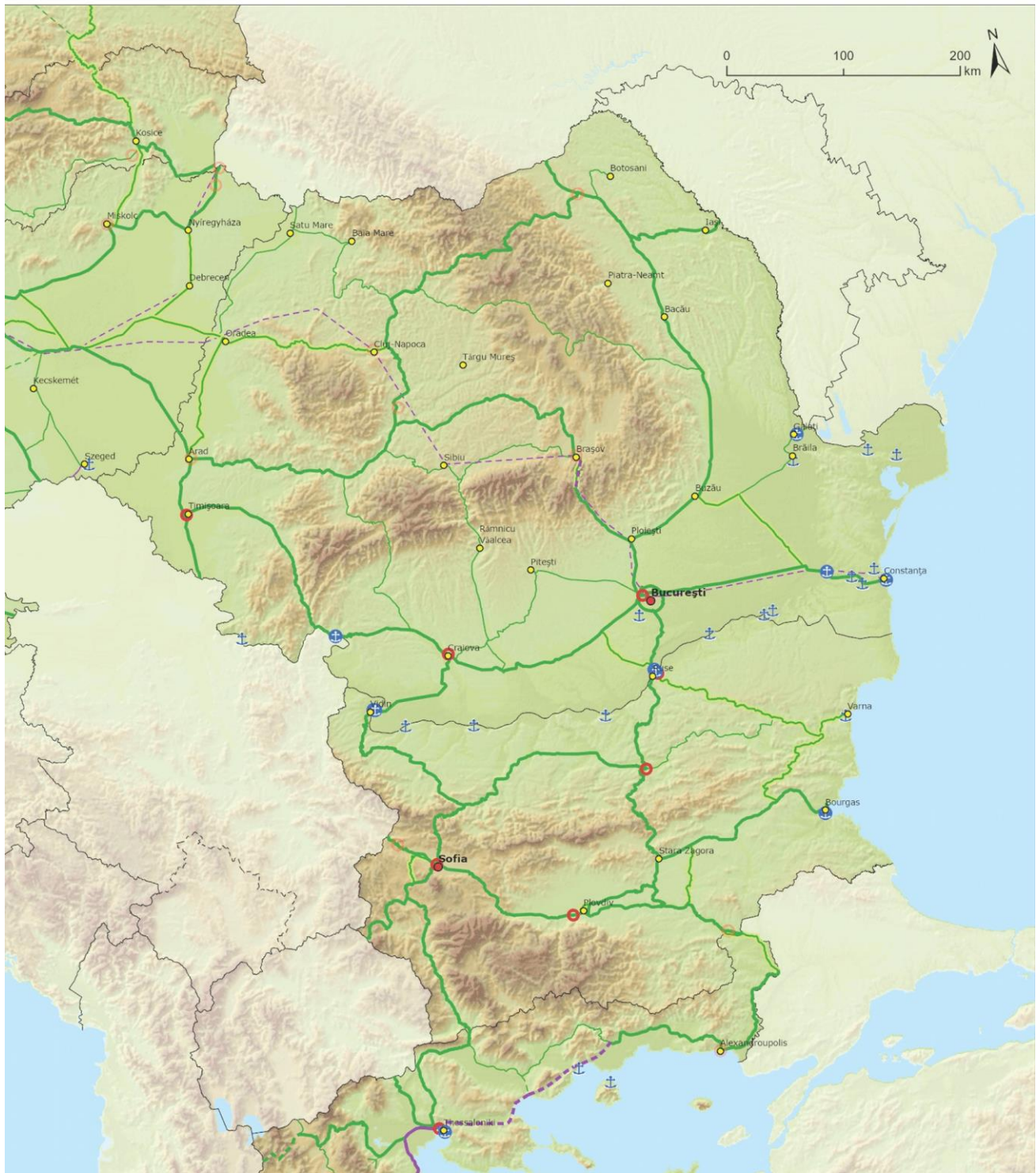
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
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Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
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Main changes

Rail

- We are proposing to add sections from Rail Freight Corridors to the TEN-T extended core network: the ring around Sofia and a section from Plovdiv to Simeonograd and to Nova Zagora.

Road

- We are proposing to add a road section from Burgas to Turkey via Malko Ternofo.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Burgas	X	Comprehensive	Core		
Dragomann					Comprehensive
Gorna Oryahovista		Comprehensive			Core
Lom				Comprehensive	
Orjahovo				Comprehensive	
Plovdiv	X	Comprehensive			Core
Ruse	X			Core	Core
Silistra				Comprehensive	
Sofia	X	Core			Core
Stara Zagora	X				
Svilengrad					Comprehensive
Svishtov				Comprehensive	
Varna	X	Comprehensive	Comprehensive		
Vidin	X			Core	

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 6 new urban nodes in addition to Sofia: Burgas, Plovdiv, Ruse, Stara Zagora, Varna, Vidin.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – CYPRUS

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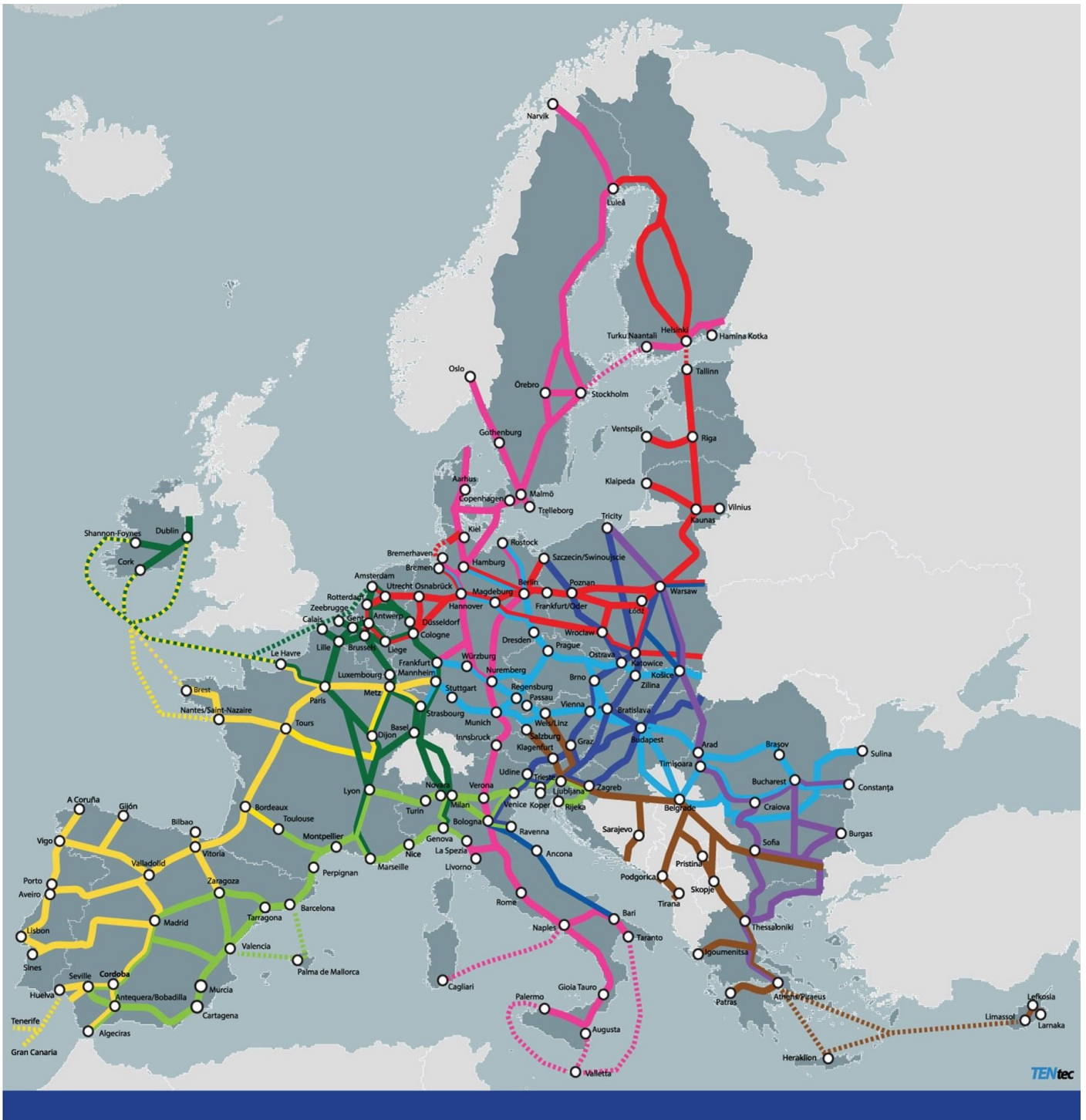
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1. The European Transport Corridors



- | | | |
|----------------------|--------------------------------|--------------------------------|
| ● ATLANTIC | ● SCANDINAVIAN - MEDITERRANEAN | ● MEDITERRANEAN |
| ● NORTH SEA - ALPINE | ● BALTIC SEA - ADRIATIC SEA | ● WESTERN BALKANS |
| ● NORTH SEA - BALTIC | ● RHINE - DANUBE | ● BALTIC - BLACK - AEGEAN SEAS |

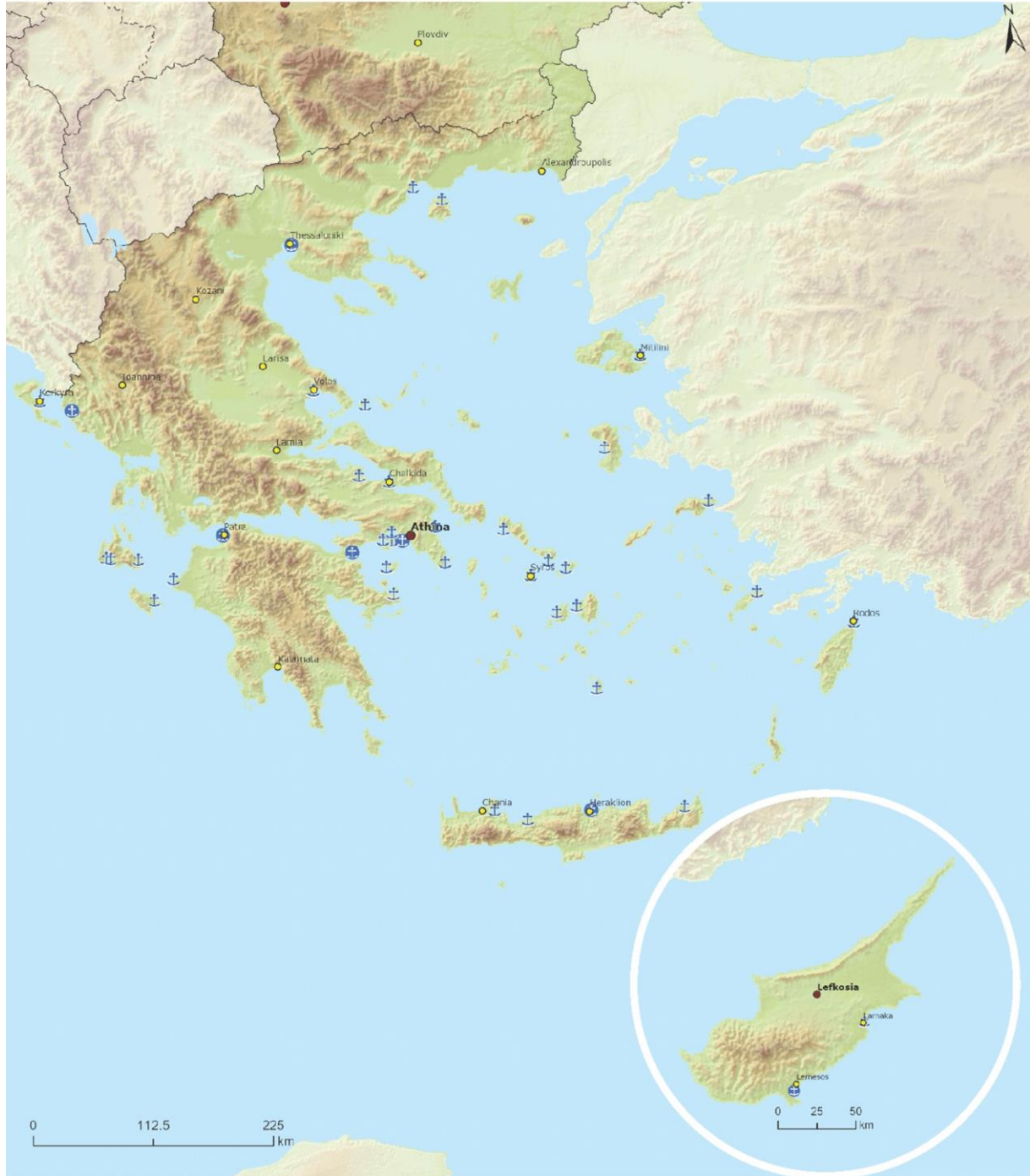
Cyprus is part of the Western Balkans European Transport Corridor.

2. The core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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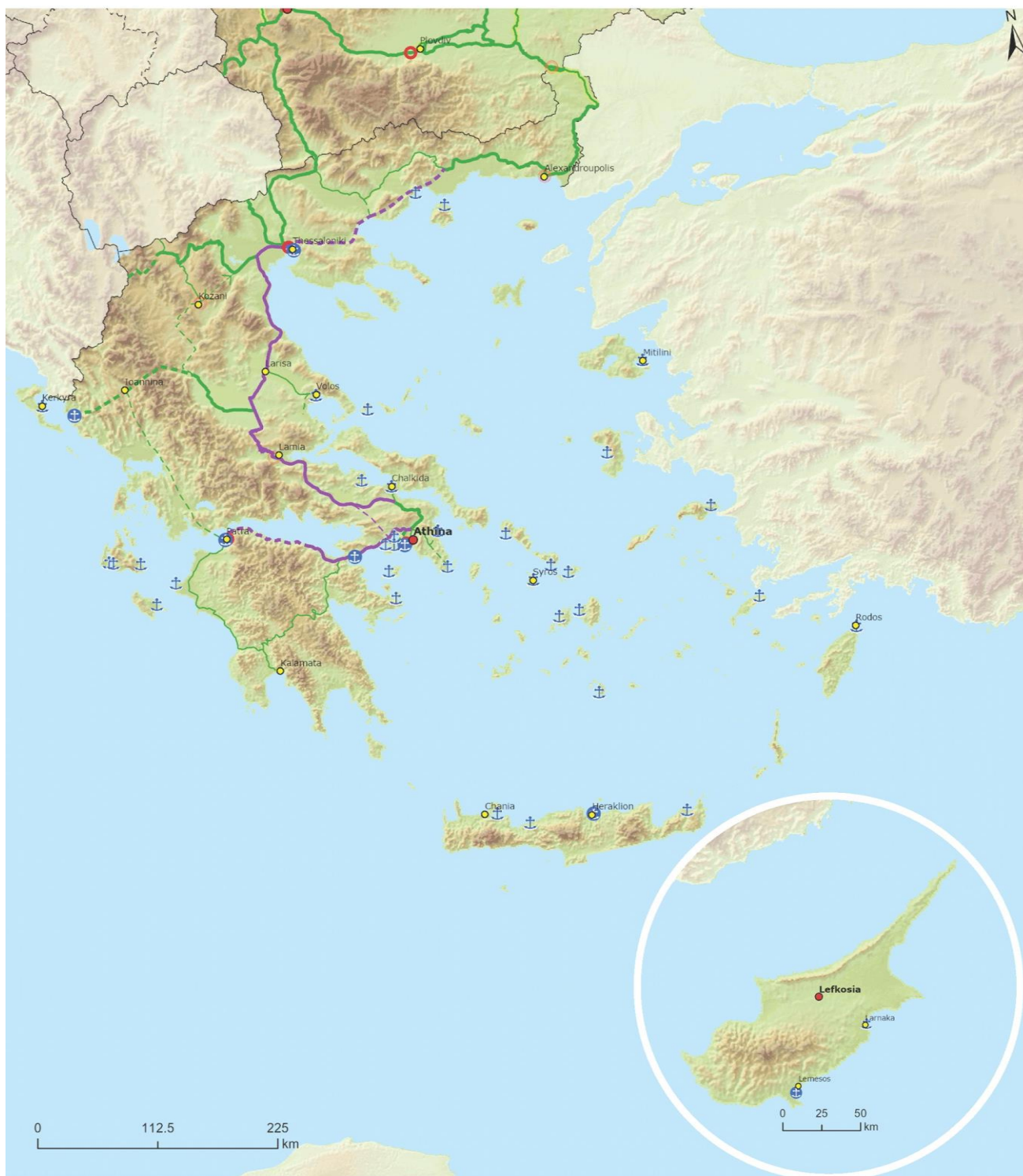


Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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TENtec



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Main changes

Rail

- No change compared to the 2013 TEN-T regulation (there is no railway in Cyprus).

Road

- We are proposing to upgrade the hinterland connection to the Zygi terminal (terminal which is part of the Port of Lemesos) from the comprehensive to the core network.
- We are proposing to add a road through Palichori to the comprehensive network.

Inland waterways

- No change compared to the 2013 TEN-T regulation (no inland waterway in Cyprus).

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Lefkosia	X				
Lemesos	X		Core (including the Zygi terminal)		
Larnaka	X	Core	Comprehensive		
Pafos		Comprehensive			

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing the addition of Lemesos and Larnaca as an urban node, in addition to Lefkosia which was already an urban node for the methodology in 2013.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

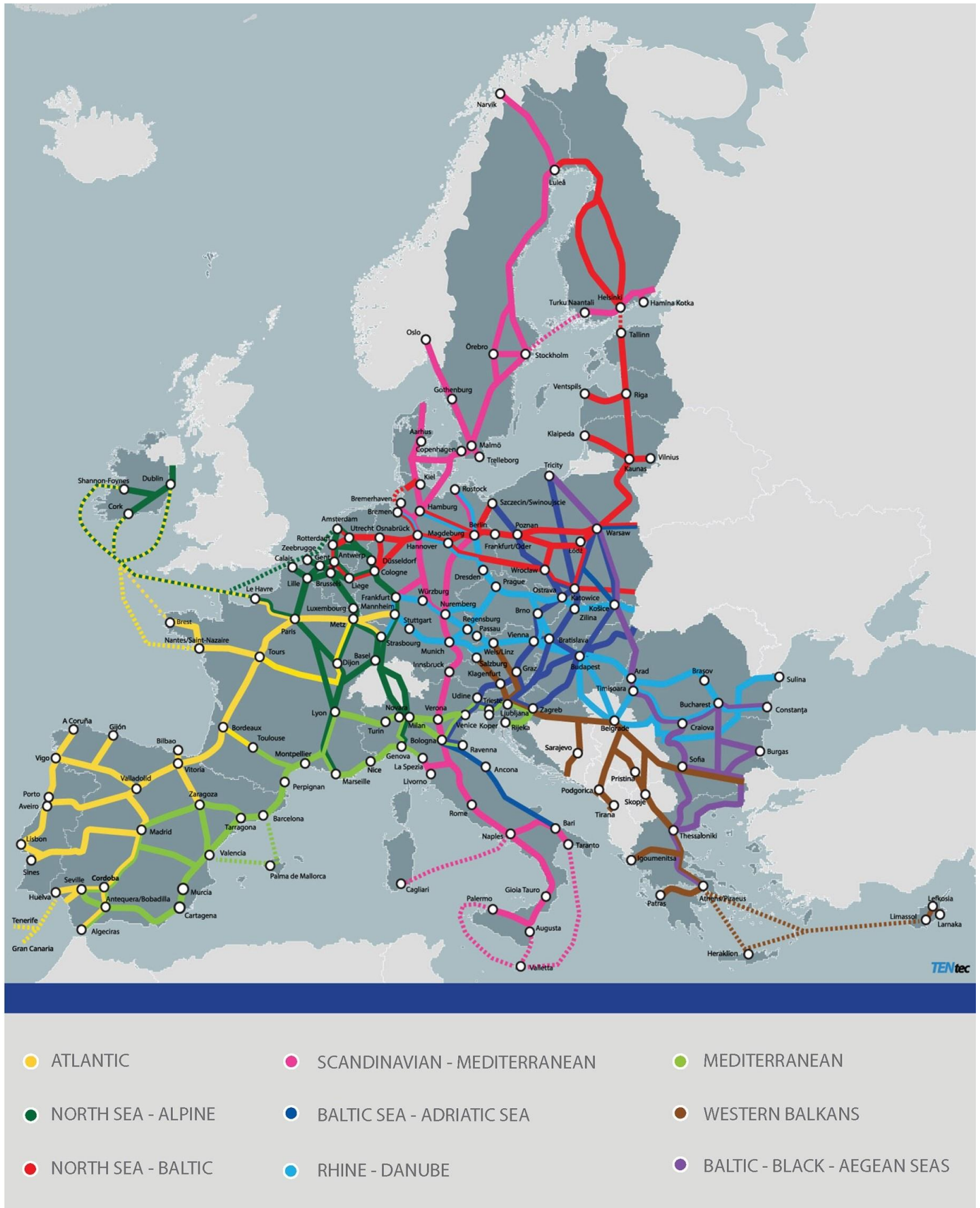
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Czechia is part of the Baltic Sea-Adriatic Sea and Rhine-Danube European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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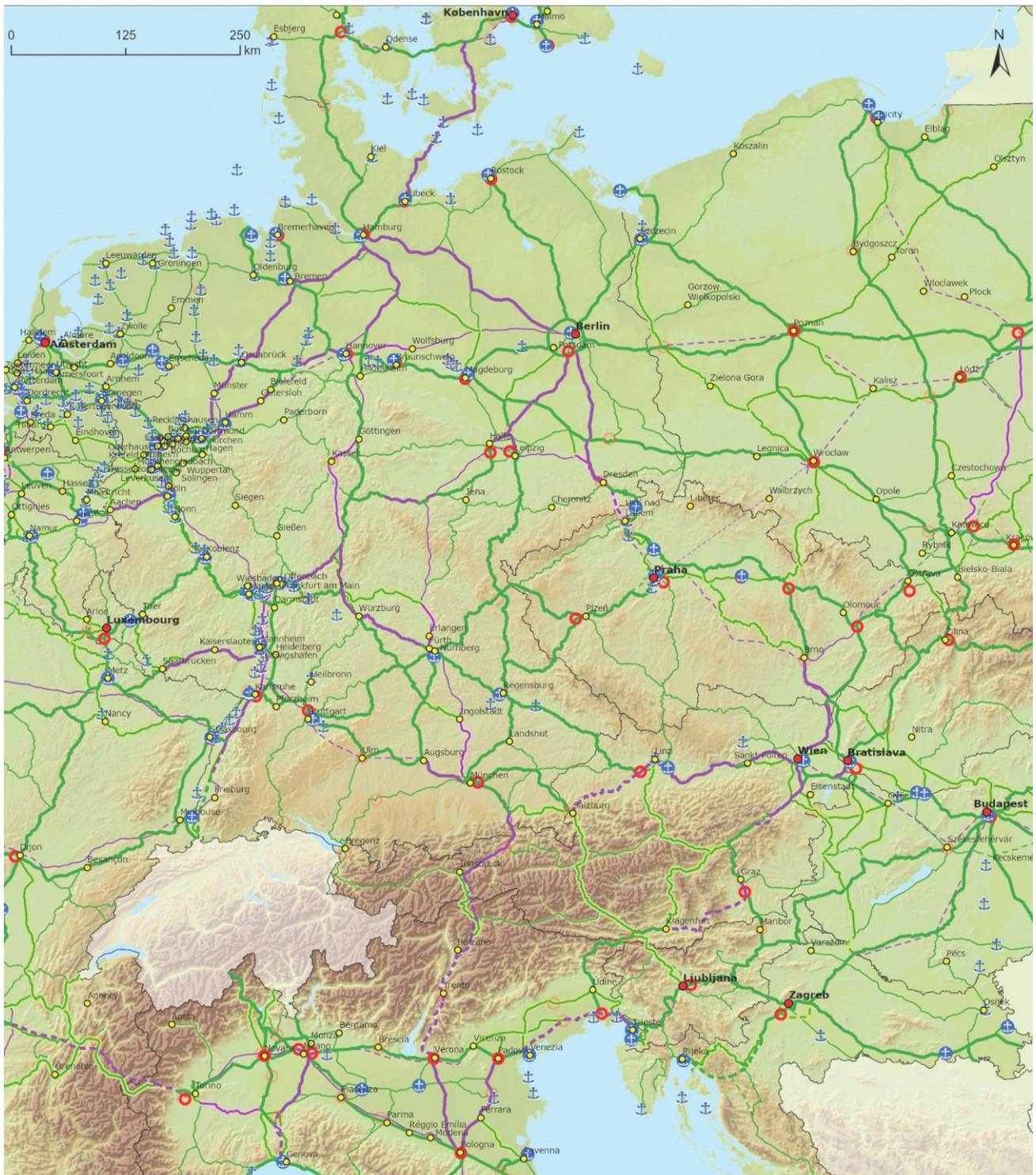
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEV



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor icon Anchor icon in circle Circle icon Circle icon with red border 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to prioritise the development of the network by adding the following sections to the core or the extended core network:
 - Planned cross-border high-speed rail section Ústí nad Labem (CZ) – Dresden (DE) (tunnel project).
 - Parts of the planned high-speed rail section Prague – Brno (parts of this section are on the core network).
 - Planned high-speed rail section Ostrava – Přerov.
- We are proposing to add Velký Osek – Hradec Králové – Chocén freight section to the core network.

Road

- We are proposing the following additions to the comprehensive network:
 - Cross-border connection Brno (CZ) – Trenčín (SK).
 - Cross-border connection Hradec Králové (CZ) – Wrocław (PL).
 - Příbor – Airport L. Janáček – Ostrava to ensure the connection to the airport.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Brno	X	Comprehensive			Comprehensive
Česká Třebová					Core
Děčín				Core	Core
Liberec	X				
Lovosice				Comprehensive	Comprehensive
Mělník				Core	Core
Olomouc	X				
Ostrava	X	Core			Core
Pardubice				Core	Core
Plzeň	X				Core
Praha	X	Core (Vaclav Havel)		Core (Holešovice), Comprehensive (Libeň), (Radotín), (Smíchov)	Core (Praha Uhřetěves)
Přerov					Core
Ústí nad Labem	X			Comprehensive	Comprehensive

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. Prague and Ostrava were identified as urban nodes in the methodology of 2013. We are proposing to add the following 5 new urban nodes: Brno, Liberec, Olomouc, Plzeň and Ústí nad Labem.

For more information

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENTec](#)

TEN-T Revision – GERMANY

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

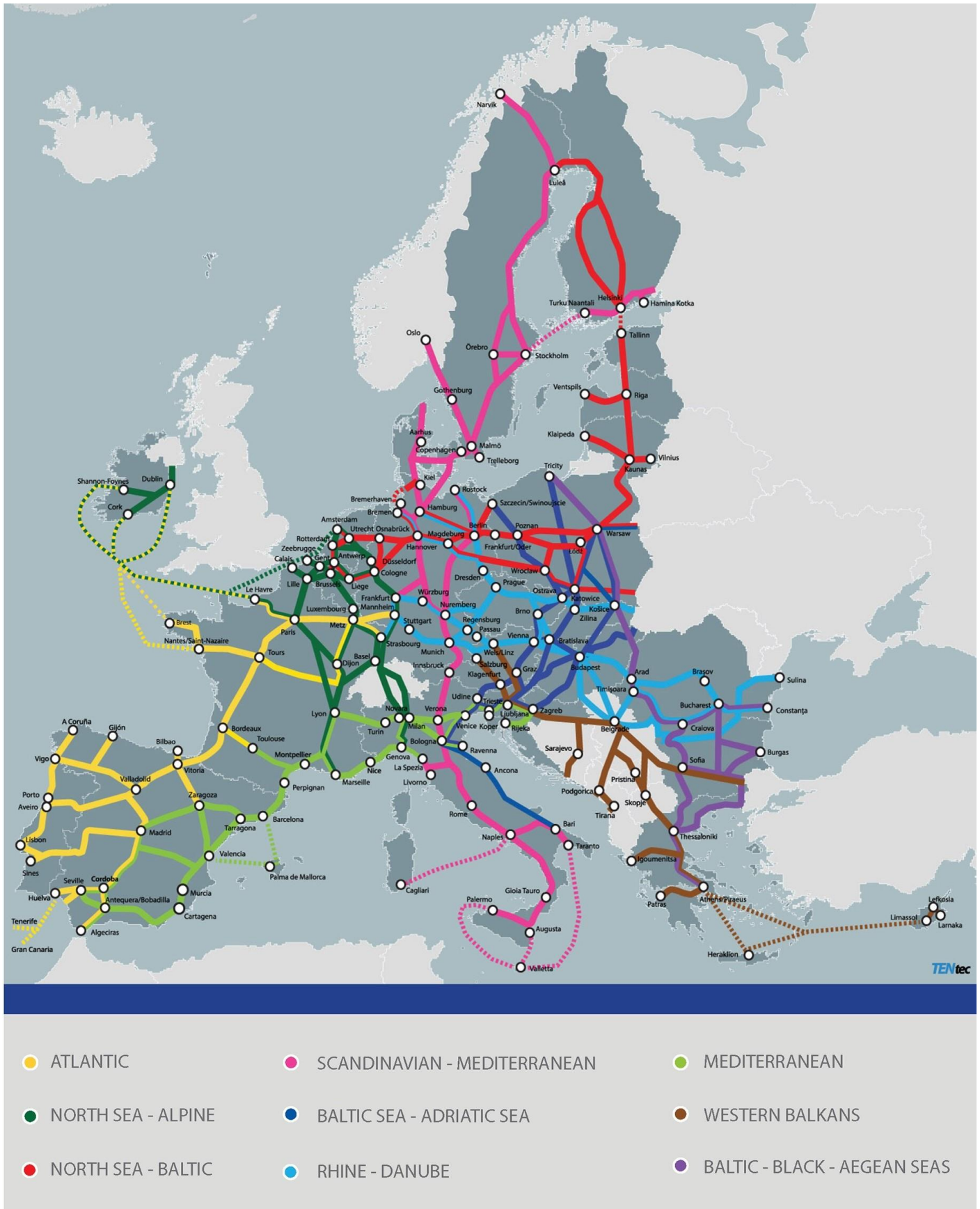
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Germany is part of the North Sea – Baltic, Scandinavian – Mediterranean, Atlantic, Rhine – Danube and North Sea – Alpine European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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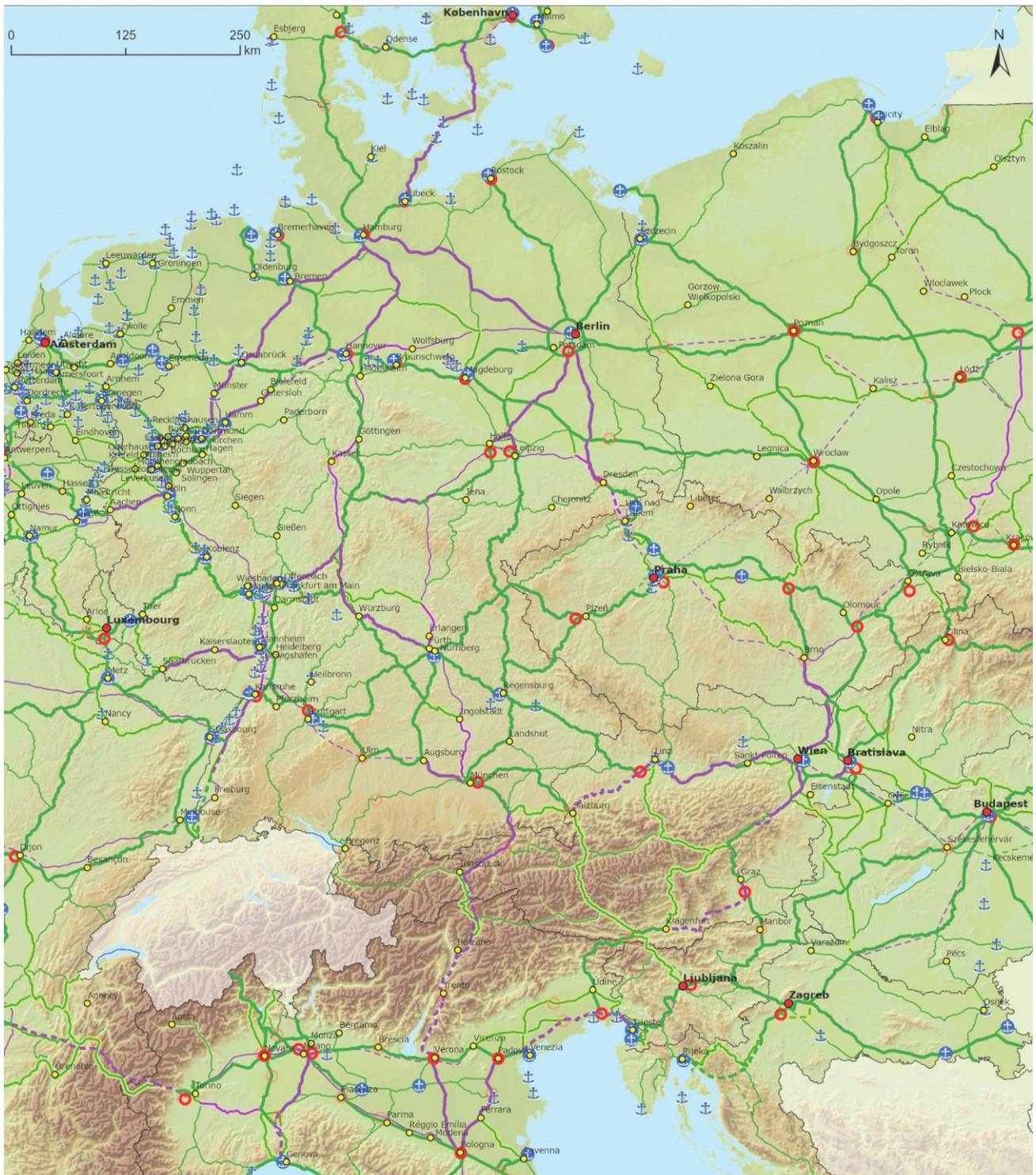
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ Airports 	<ul style="list-style-type: none"> ● ● Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- The so called “Y-Trasse” project between Hamburg and Hannover is removed and the core network realigned accordingly.
- We are proposing corrected alignments of, of the line between Nuremberg and Ingolstadt, of the connection to the port of Sassnitz and of the lines around Berlin (S-Bahn).
- We are proposing to add the new line between Dresden and Prague (the new cross border tunnel) to the extended core network.
- We are proposing to add the sections Ingolstadt – Treuchtlingen, Gemünden am Main - Schweinfurt - Bamberg and Falkenberg – Zeithain to the extended core network as they are important for rail freight.

Road

- We are proposing to add the A62 motorway from Otzenhausen to Landstuhl to the comprehensive network.

Inland waterways

- The section of the Rhine from the Swiss border to Rheinfelden (Baden) is removed from the TEN-T on request of the German authorities.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aachen	X				
Andernach				Comprehensive	Comprehensive
Aschaffenburg				Comprehensive	Comprehensive
Augsburg	X				
Bendorf				Comprehensive	
Bergkamen				Comprehensive	
Berlin	X	Core (Berlin Brandenburg Intl.)		Core	Core (Berlin - Großbeeren)
Bielefeld	X				
Bochum	X				
Bonn	X			Comprehensive	
Borkum			Comprehe nsive		
Bottrop	X			Comprehensive	
Brake (Unterweser)			Comprehe nsive	Comprehensive	
Bramsche				Comprehensive	
Brandenburg an der Havel				Comprehensive	
Braunschweig	X			Core	Core
Breisach am Rhein				Comprehensive	
Bremen	X	Core	Core	Core	Core
Bremerhaven	X		Core	Core	Core
Brunsbüttel			Comprehe nsive	Comprehensive	
Bülstringen				Comprehensive	
Chemnitz	X				
Cuxhaven			Comprehe nsive		Comprehensive
Darmstadt	X				
Dormagen				Comprehensive	
Dörpen				Comprehensive	Comprehensive
Dortmund	X	Comprehensive		Core	Core
Dresden	X	Comprehensive			Comprehensive
Duisburg	X			Core	Core

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Düsseldorf	X	Core		Core	
Emden			Comprehensive	Comprehensive	
Emmerich				Comprehensive	Comprehensive
Erfurt		Comprehensive			
Erlangen	X				
Esens			Comprehensive		
Essen	X			Comprehensive	
Estorf (Weser)				Comprehensive	
Fehmarn			Comprehensive		
Flörsheim am Rhein				Comprehensive	
Föhr Amrum			Comprehensive		
Frankfurt am Main	X	Core		Core	Core
Freiburg im Breisgau	X				
Fürth	X				
Gelsenkirchen	X			Comprehensive	
Germersheim				Comprehensive	Comprehensive
Gernsheim				Comprehensive	
Gießen	X				
Ginsheim Gustavsburg				Comprehensive	
Göttingen	X				
Großkrotzenburg				Comprehensive	
Gütersloh	X				
Hagen	X				
Hahn		Comprehensive			
Haldensleben				Comprehensive	Comprehensive
Halle (Saale)	X				Core (Leipzig/Halle- Schkopau)
Haltern am See				Comprehensive	
Hamburg	X	Core	Core	Core	Core
Hamm	X			Core	Comprehensive (Hamm-Bönen)
Hanau				Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Hannover	X	Core		Core	Core
Heidelberg	X				
Heilbronn	X			Comprehensive	
Helgoland			Comprehensive		
Heringsdorf		Comprehensive			
Herne	X			Comprehensive	Comprehensive (Herne-Wanne)
Hildesheim	X				
Hof, Plauen		Comprehensive			
Hohenhameln				Comprehensive	
Ibbenbüren				Comprehensive	
Iffezheim				Comprehensive	
Ingolstadt	X				
Jena	X				
Kaiserslautern	X				
Karlsruhe	X	Comprehensive (Karlsruhe/Baden-Baden)		Core	Core
Kassel	X				Comprehensive
Kehl				Comprehensive	
Kelheim				Comprehensive	
Kelsterbach				Comprehensive	
Kiel	X		Comprehensive		
Kleve				Comprehensive	
Koblenz	X			Core	Core
Köln	X	Core (Köln-Bonn)		Core	Core
Krefeld	X			Comprehensive	
Lampertheim				Comprehensive	
Landshut	X				
Langeoog			Comprehensive		
Leipzig	X	Core (Leipzig/Halle)			Core (Leipzig-Wahren)
Leverkusen	X			Comprehensive	Comprehensive
Lingen (Ems)				Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
List auf Sylt			Comprehe nsive		
Lübeck	X		Core	Core	Core
Ludwigshafen am Rhein	X			Comprehensive	
Lünen				Comprehensive	
Magdeburg	X			Core	Core
Mainz	X			Core	Core
Mannheim	X			Core	Core (Mannheim/ Ludwigshafen)
Marl				Comprehensive	
Memmingen		Comprehensive			Comprehensive
Meppen				Comprehensive	
Minden				Comprehensive	Comprehensive
Mönchengladbach	X				
Mülheim an der Ruhr	X			Comprehensive	
München	X	Core			Core (München- Riem)
Münster	X	Comprehensive (Münster/Osnabrück)		Comprehensive	
Neuss	X			Comprehensive	
Niedere Börde				Comprehensive	
Niederkassel				Comprehensive	
Norden			Comprehe nsive		
Nordenham			Comprehe nsive	Comprehensive	
Norderney			Comprehe nsive		
Nürnberg	X	Core		Core	Core
Oberhausen	X				
Offenbach am Main	X				
Oldenburg (Oldenburg)	X			Comprehensive	
Osnabrück	X			Comprehensive	
Otterstadt				Comprehensive	
Paderborn	X	Comprehensive (Paderborn/Lippstadt)			
Peine				Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Pforzheim	X				
Plochingen				Comprehensive	
Potsdam	X				
Raunheim				Comprehensive	
Recklinghausen	X				
Rees				Comprehensive	
Regensburg	X			Core	
Rheinau				Comprehensive	
Rheinberg				Comprehensive	
Rheinmünster				Comprehensive	
Rostock	X	Comprehensive (Rostock-Laage)	Core		Core
Saarbrücken	X				
Saarlouis				Comprehensive	
Sassnitz			Comprehe nsive		
Schwarzheide					Comprehensive
Siegen	X				
Singen					Comprehensive
Solingen	X				
Spelle				Comprehensive	
Speyer				Comprehensive	
Stade			Comprehe nsive	Comprehensive	Comprehensive (Stade- Bützfleth/Bruns hausen)
Stolzenau				Comprehensive	
Straubing				Comprehensive	
Stuttgart	X	Core		Core	Core (Stuttgart- Kornwestheim)
Triefenstein				Comprehensive	
Trier	X			Comprehensive	
Ulm	X				Comprehensive (Ulm-Dornstadt)
Voerde				Comprehensive	
Wangerooze			Comprehe nsive		

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Wesel				Comprehensive	
Wesseling				Comprehensive	
Weeze		Comprehensive (Weeze/Niederrhein)			
Westerland-Sylt		Comprehensive			
Wiesbaden	X			Comprehensive	
Wilhelmshaven			Core		
Wismar			Comprehensive		
Wolfsburg	X				
Worms				Comprehensive	Comprehensive
Wörth am Rhein				Comprehensive	Comprehensive
Wuppertal	X				
Würzburg	X				
Wyk auf Föhr			Comprehensive		

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to add the ports of Bramsche (inland), Borkum (maritime), Föhr Amrum (maritime), Iffezheim (inland), List auf Sylt (maritime), Niederkassel (inland), Peine (inland), Raunheim (inland), Spelle (inland), Triefenstein (inland), Wangerooge (maritime) and Wyk auf Föhr (maritime) to the comprehensive network.

Railroad terminals

- We are proposing to add the terminal of Leipzig-Wahren to the core network.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing more than 60 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENTec](#)

TEN-T Revision – DENMARK

The revision of the TEN-T Regulation

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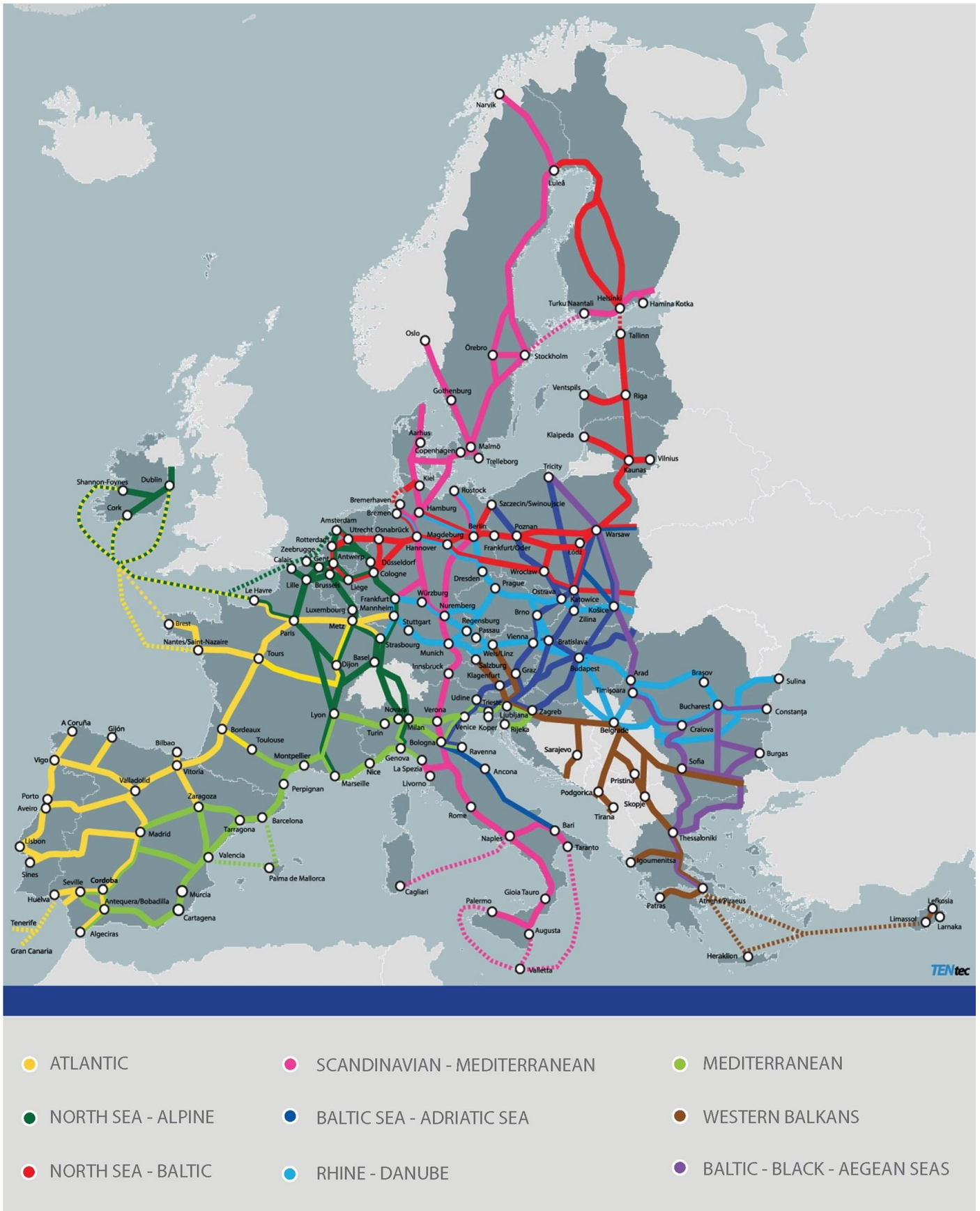
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

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1. The European Transport Corridors



Denmark is part of the Scandinavian – Mediterranean European Transport Corridor

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-Tec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE



Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE



Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add a high-speed section for passenger traffic across West Funen (the island at the centre of DK connecting Zealand and Copenhagen with mainland Jutland) to the core network. The existing parallel section will remain in the core freight network.

Road

- We are proposing to add the road section Kalunborg-Slagelse to the comprehensive network.

Inland waterways

- No change compared to the 2013 TEN-T regulation (no inland waterways in DK).

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aalborg	X	Comprehensive	Comprehensive		
Ærøskøbing			Comprehensive		
Århus	X		Core		Core
Billund		Comprehensive			
Esbjerg	X		Comprehensive		
Fredericia			Comprehensive		
Frederikshavn			Comprehensive		
Gedser			Comprehensive		
Helsingør			Comprehensive		
Hirtshals			Comprehensive		
Høje-Taastrup					Comprehensive
Kalundborg			Comprehensive		
København	X	Core (Kastrup)	Core		Core
Køge			Comprehensive		Comprehensive
Nordby (Fanø)			Comprehensive		
Odense	X		Comprehensive		
Padborg					Comprehensive
Rødby			Comprehensive		
Rønne		Comprehensive	Comprehensive		
Sælvig Havn			Comprehensive		
Sjællands Odde Ferry Port			Comprehensive		
Spodsbjerg			Comprehensive		
Statoil-Havnen			Comprehensive		
Tårs (Nakskov)			Comprehensive		
Taulov					Comprehensive (Taulov/Fredericia)
Vejle	X				

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to remove Vejle, Fur, Ebeltøft and Branden ports from the network because of low traffic flows.
- We are proposing to add the ports of Statoil-Havnen and Sælvig-Havn to the comprehensive network.

Railroad terminals

- We are proposing to add the railroad terminal Fredericia to the comprehensive network.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as the NUTS2 capital Vejle are being proposed to urban nodes. Copenhagen and Aarhus were identified as urban nodes in the methodology of 2013. The proposed new additional urban nodes are Aalborg, Odense, Vejle (NUTS 2 capital) and Esbjerg.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – ESTONIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

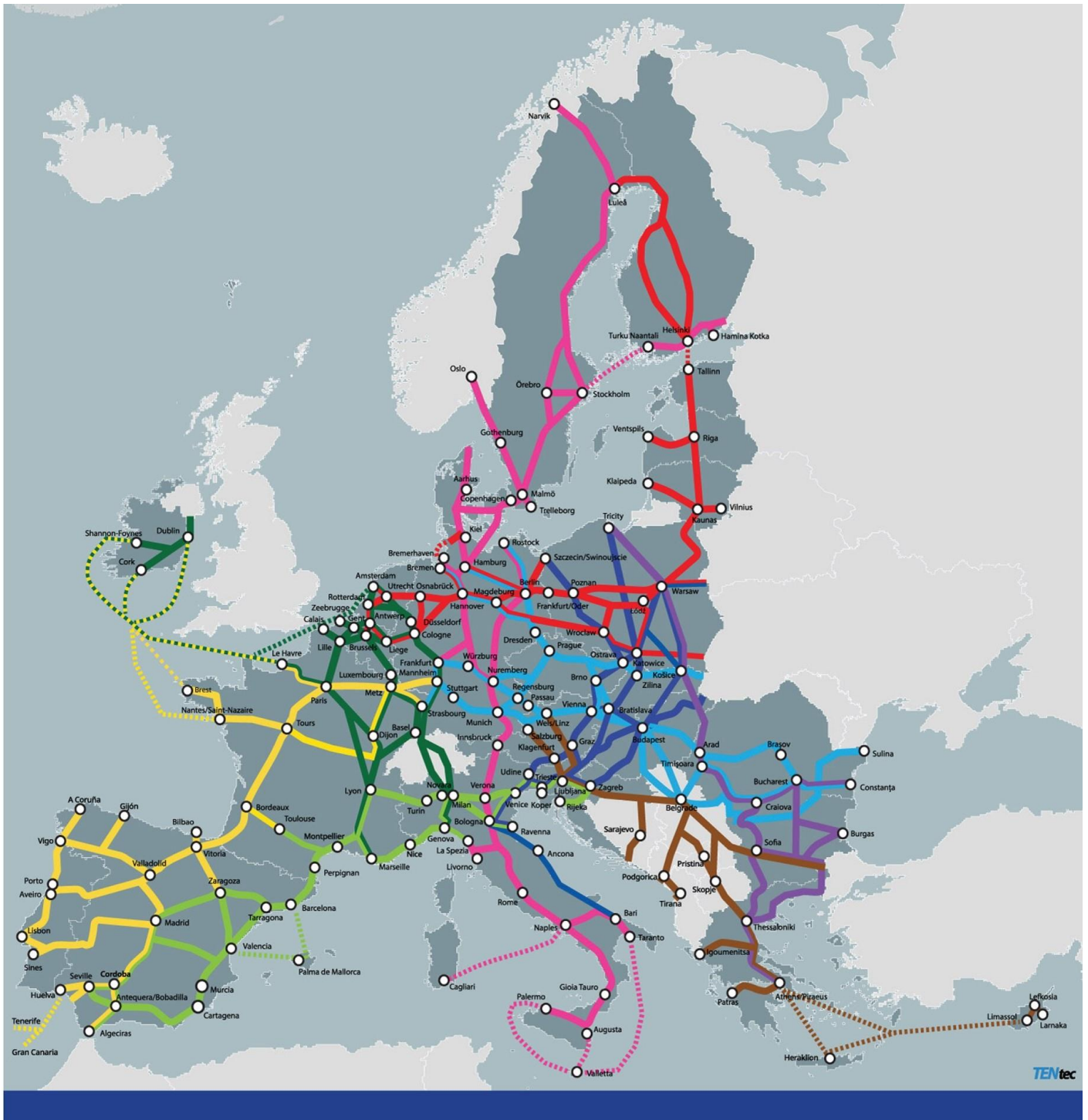
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



- | | | |
|----------------------|--------------------------------|--------------------------------|
| ● ATLANTIC | ● SCANDINAVIAN - MEDITERRANEAN | ● MEDITERRANEAN |
| ● NORTH SEA - ALPINE | ● BALTIC SEA - ADRIATIC SEA | ● WESTERN BALKANS |
| ● NORTH SEA - BALTIC | ● RHINE - DANUBE | ● BALTIC - BLACK - AEGEAN SEAS |

Estonia is part of the North Sea – Baltic European Transport Corridor

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks:
Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor symbol Anchor symbol in circle 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing the addition of a tunnel between Tallinn and Helsinki (project subject to further cost-benefit analysis).
- We are proposing to add the railway connection to the port Rohuküla into the TEN-T (comprehensive network).
- We are proposing to place the railway connection to the port of Paldiski (which was already part of the comprehensive network) to the extended core network.

Road

- No change compared to the 2013 TEN-T regulation.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Heltermaa			Comprehensive		
Kärdla		Comprehensive			
Koidula					Comprehensive
Kuivastu			Comprehensive		
Kuressaare		Comprehensive			
Pärnu		Comprehensive	Comprehensive		
Paldiski South Harbor			Comprehensive		
Rohuküla			Comprehensive		
Sillamäe			Comprehensive		
Tallinn	X	Core	Core (Old City Harbour, Muuga Harbour)		
Tartu	X	Comprehensive			
Virtsu			Comprehensive		

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- No change compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. Tallinn was identified as urban node in the methodology of 2013. We are proposing to include in addition Tartu as a new urban node.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – GREECE

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

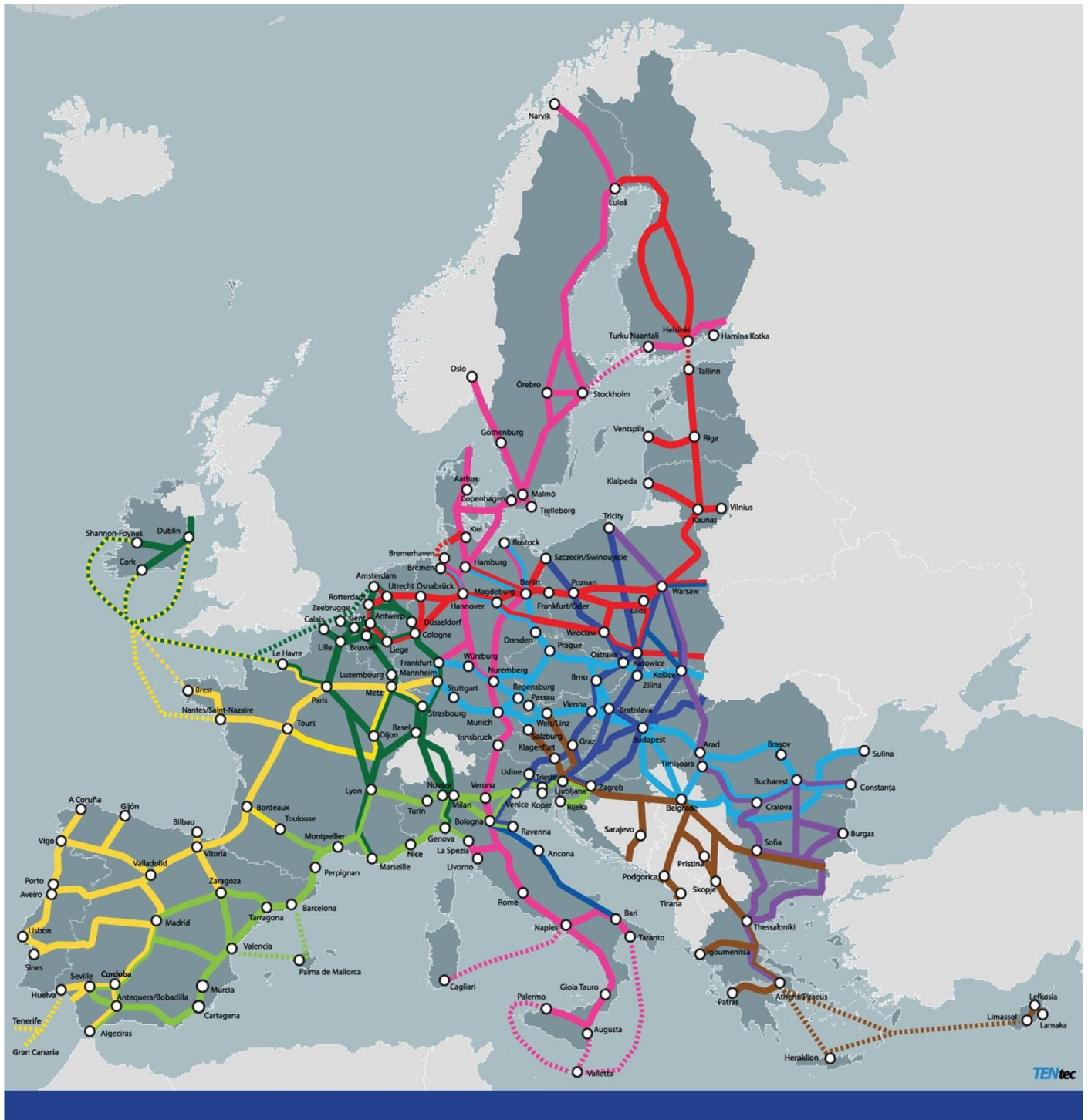
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



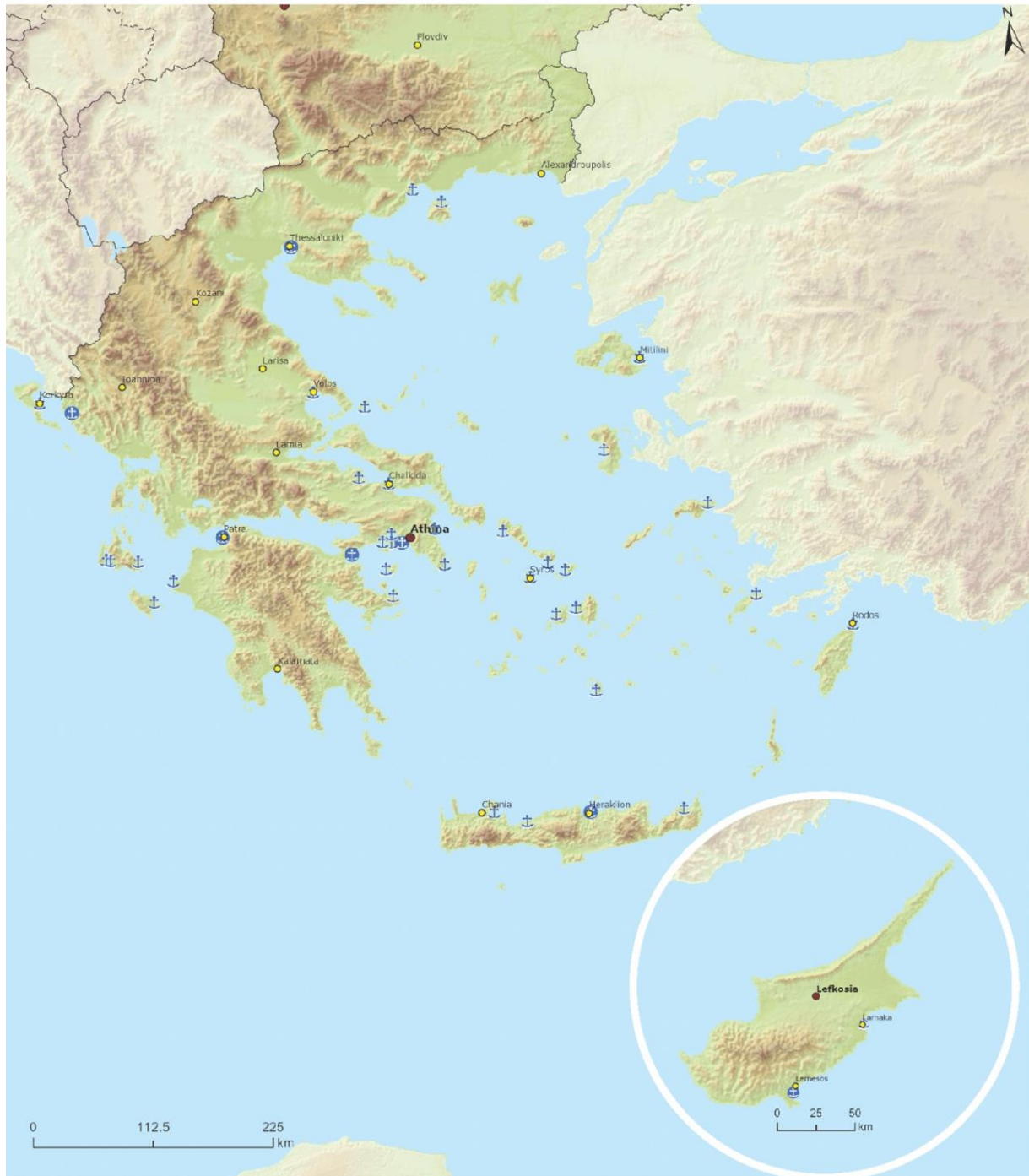
Greece is part of the Baltic – Black – Aegean Seas and Western Balkans European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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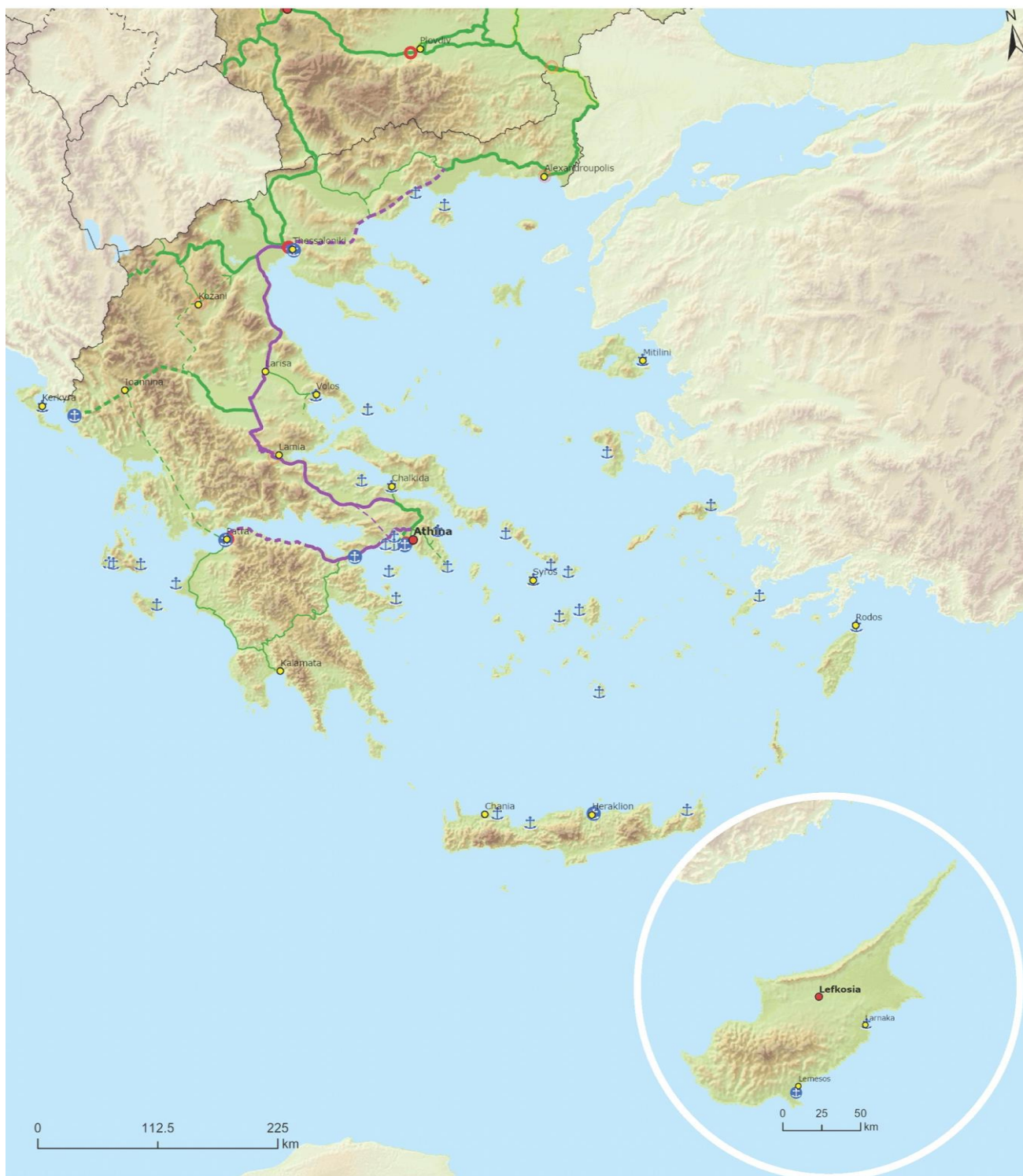
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEN



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the section connecting Pythio and Ormenio/Svilengrad to the extended core network.
- We are proposing to upgrade the section between Thriasio and Neo-Ikonio to the freight core network. The passenger section will remain in the core network as well.
- We are proposing to add the sections Kozani – Veroia and Volos – Achialos to the comprehensive network.

Road

- We are proposing a few small corrections to the map alignments.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aegina			Comprehensive		
Agii Theodori			Core		
Alexandroupolis	X	Comprehensive			Comprehensive
Argostoli			Comprehensive		
Astipalaia		Comprehensive			
Athína	X	Core	Core (Piraeus)		Core (Piraeus/Thriassio Pedio)
Chalkida	X		Comprehensive		
Chania	X	Comprehensive	Comprehensive (Souda)		
Chios		Comprehensive	Comprehensive		
Faneromeni Salaminas			Comprehensive		
Elefsina			Comprehensive		
Gavrio			Comprehensive		
Heraklion	X	Core (Heraklion/Kozani)	Core		
Igoumenitsa			Core		
Ikaria		Comprehensive			
Ioannina	X	Comprehensive			
Kalamata	X	Comprehensive			

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Kalymnos		Comprehensive			
Karpathos		Comprehensive			
Kassos		Comprehensive			
Kastelorizo		Comprehensive			
Kastoria		Comprehensive			
Kavala		Comprehensive	Comprehensive		
Kefalonia		Comprehensive			
Kerkyra	X	Comprehensive	Comprehensive		
Kithira		Comprehensive			
Kos		Comprehensive	Comprehensive		
Kozani	X				Comprehensive
Kyllini			Comprehensive		
Lamia	X				Comprehensive
Larisa	X				
Larymna			Comprehensive		
Lavrio (Sounio)			Comprehensive		
Leros		Comprehensive			
Limnos		Comprehensive			
Lixouri			Comprehensive		
Milos		Comprehensive			
Mykonos		Comprehensive	Comprehensive		
Mytilini	X	Comprehensive	Comprehensive		
Naxos		Comprehensive	Comprehensive		
Paloukia Salaminas			Comprehensive		
Paros		Comprehensive	Comprehensive		
Patras	X	Comprehensive (Araxos)	Core		Core
Poros Kefallinias			Comprehensive		
Poros Trizinias			Comprehensive		
Preveza		Comprehensive			

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Rafina			Comprehensive		
Rethymno			Comprehensive		
Rodos	X	Comprehensive	Comprehensive		
Samos		Comprehensive			
Santorini		Comprehensive	Comprehensive		
Sitia		Comprehensive	Comprehensive		
Skiathos		Comprehensive	Comprehensive		
Skiros		Comprehensive			
Syros	X	Comprehensive	Comprehensive		
Thassos			Comprehensive		
Thessaloniki	X	Core (Macedonia)	Core		Core
Tinos			Comprehensive		
Vathy Samou			Comprehensive		
Volos	X	Comprehensive (Nea Anchialos)	Comprehensive		
Zakynthos		Comprehensive	Comprehensive		

Airports

- We are proposing to add the airport of Kasteli (Creta). It will replace the airport of Iraklion.

Ports

- We are proposing to remove the ports of Katakolo and Kalamata from the TEN-T because of insufficient traffic flows.
- We are proposing to add the port of Agii Theodori to the core network as well as 16 new ports to the comprehensive network.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 14 new urban nodes, in addition to Athens, Heraklion and Thessaloniki which were already identified as urban nodes in the 2013 methodology.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – SPAIN

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

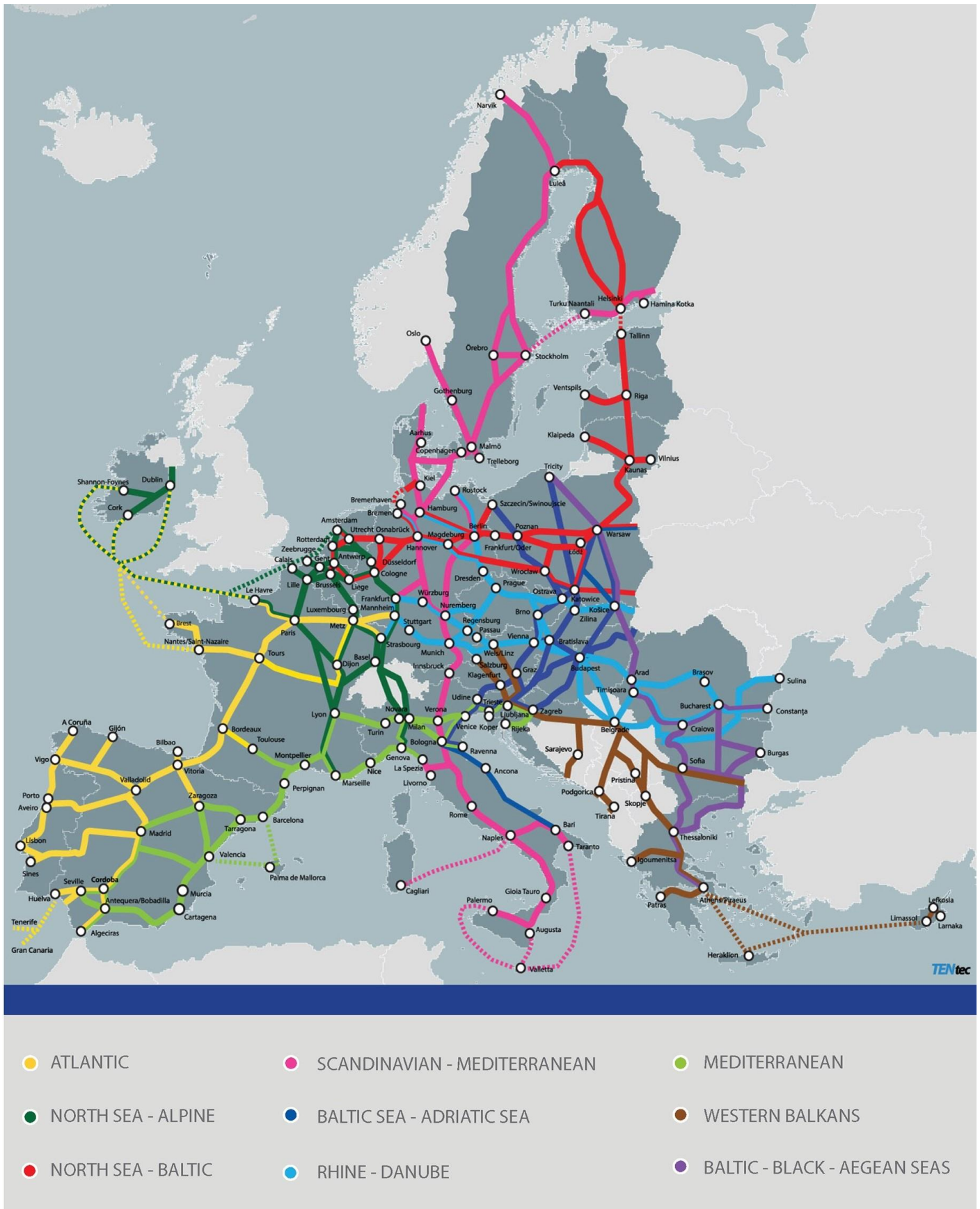
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Spain is part of the Mediterranean and Atlantic European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing a swap on the core freight network between the line linking Badajoz to Madrid via Cáceres and the line linking Badajoz to Madrid via Manzaneres. This was a joint request from Spain and Portugal to reflect the fact that most of the freight traffic between Lisboa and Madrid goes on that line and is expected to remain so even after the new high-speed line Badajoz-Cáceres-Madrid is completed.
- The planned new connection between Porto and Vigo is added to the extended core network as it is an important cross border high speed connection.
- We are proposing to replace the planned high-speed lines on the core network with the existing conventional lines for the following sections: Utera-Antequerra, Granada-Almería, Pola de Lena-Oviedo-Gijon and Pamplona-Vitoria as Spain indicated that there are currently no plan to build new high-speed lines on these sections by 2030.
- On request from Spain, the railway connection between Placencia, Salamanca and Leon is removed from the TEN-T.

Road

- We are proposing two new road cross-border connections with Portugal on the comprehensive network: Puebla de Sanabria-Bragança and Cáceres-Alpalhao as requested by Portugal and accepted by Spain.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
A Coruña	X	Comprehensive	Core		
Albacete	X				
Alcázar de San Juan					Core
Alcúdia			Comprehensive		
Algeciras	X		Core (Bahía de Algeciras)		
Alicante	X	Core	Comprehensive		
Almería	X	Comprehensive	Comprehensive		
Antequera (Bobadilla)					Core
Arrecife		Comprehensive (Lanzarote)	Comprehensive		
Avilés		Comprehensive (Asturias)	Comprehensive		
Badajoz	X	Comprehensive			Comprehensive
Barcelona Metropolitan Area	X	Core	Core		Core
Bilbao Metropolitan Area	X	Core	Core		Core
Burgos	X	Comprehensive			Comprehensive
Caceres	X				
Cádiz	X		Comprehensive (Bahía de Cádiz)		
Carboneras			Comprehensive		
Cartagena	X		Core		
Castellón	X		Comprehensive		
Ceuta	X		Comprehensive		
Córdoba	X				Core
El Hierro		Comprehensive	Comprehensive (La Estaca)		
El Penedés-El Vendrell					Comprehensive
Elche	X				
Ferrol	X		Comprehensive		

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Figueras					Comprehensive (El Far d'Emporda)
Gijón	X		Core		
Gerona	X	Comprehensive			
Granada	X	Comprehensive			
Huelva	X		Core		
Huesca					Comprehensive (PLHUS)
Ibiza		Comprehensive	Comprehensive (Eivissa)		
Jaén	X				
Jerez	X	Comprehensive			
La Savina (Formentera)			Comprehensive (Cala Sabina)		
Las Palmas de Gran Canaria Metropolitan Area	X	Core (Las Palmas)	Core (Las Palmas)		
León	X	Comprehensive			Core
Linares					Comprehensive
Lleida/Lérida	X				
Logroño	X				Comprehensive (Arrubal)
Los Cristianos (isla Tenerife)			Comprehensive		
Madrid Metropolitan Area	X	Core (Barajas)			Core (Norte y Sur)
Mahon (isla Menorca)		Comprehensive	Comprehensive		
Málaga	X	Core	Comprehensive		
Marbella	X				
Melilla	X	Comprehensive	Comprehensive		
Monforte de Lemos					Comprehensive
Motril			Comprehensive		
Murcia	X	Comprehensive (San Javier)			Core (ZAL)
Ourense	X				
Oviedo	X				
Palma de Mallorca	X	Core	Core		

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Pamplona	X	Comprehensive			Comprehensive (Noain)
Pasajes			Comprehensive		
Pontevedra			Comprehensive (Marín y Ría de Pontevedra)		
Puerto del Rosario (isla Fuerteventura)		Comprehensive (Fuerteventura)	Comprehensive		
Sagunto			Comprehensive		
Salamanca	X	Comprehensive			Comprehensive
San Cibrao			Comprehensive		
San Sebastián de la Gomera		Comprehensive	Comprehensive		
San Sebastián-Donostia	X	Comprehensive			Comprehensive (Lezo)
Santa Cruz de la Palma (isla La Palma)		Comprehensive (La Palma)	Comprehensive (Santa Cruz de la Palma)		
Santa Cruz de Tenerife Metropolitan Area	X	Comprehensive (Los Rodeos), Core airport (Reina Sofia)	Core		
Santander	X	Comprehensive	Comprehensive		Comprehensive (Torrelavega)
Santiago de Compostela	X	Comprehensive			
Sevilla Metropolitan Area	X	Core	Core	Core	Core
Tarifa			Comprehensive		
Tarragona-Reus Metropolitan Area	X	Comprehensive (Reus)	Core (Tarragona)		
Toledo					Comprehensive
Tudela					Comprehensive
Valencia	X	Core	Core		Core (Fonteta de Saint Lluís) Comprehensive (Silla)
Valladolid	X	Comprehensive			Core
Vigo	X	Comprehensive	Comprehensive		
Vitoria-Gasteiz	X	Comprehensive			Core (Jundiz)
Zaragoza	X	Comprehensive			Core

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to add Alcúdia, Marín y Ría de Pontevedra and Tarifa to the comprehensive network.

Railroad terminals

- We are proposing to add the railroad terminals of Vitoria (Jundiz), Valencia and Sevilla to the core network.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city of the NUTS2 region will become TEN-T urban nodes. We are proposing a total of 46 urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – FINLAND

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

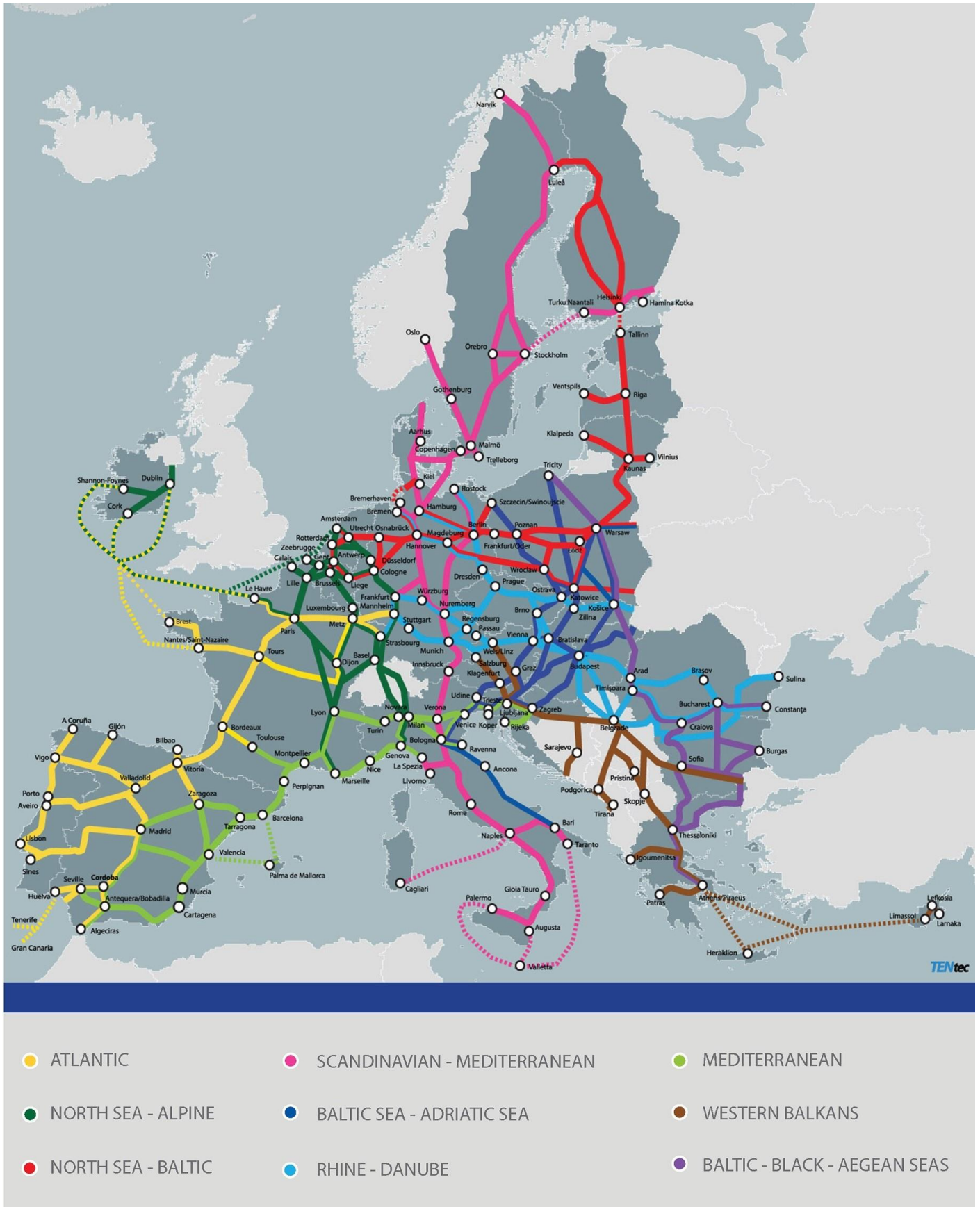
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Finland is part of the North Sea – Baltic and Scandinavian – Mediterranean European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor Anchor Anchor 	<ul style="list-style-type: none"> Anchor Anchor Anchor Anchor 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ Airports 	<ul style="list-style-type: none"> ● ● Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the planned high-speed lines Helsinki-Turku, Helsinki-Tampere (with connection to the Helsinki-Vantaa airport) and Helsinki-Kouvola to the extended core network.
- We are proposing to add a high-speed Helsinki-Tallinn tunnel (construction to be confirmed by socio-economic analysis).
- We are proposing to remove the rail connection to the Kilpilahti port upon FI request.

Road

- We are proposing to add three sections (Hanko-Mäntsälä, Kouvola-port of KotkaHamina, Rauma-Tuulos) to the comprehensive network upon FI request.

Inland waterways

- We are proposing to add the inland ports of Lappeenranta and Joensuu to the comprehensive network.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Eckero			Comprehensive		
Enontekiö		Comprehensive			
Hanko			Comprehensive		
Helsinki	X	Core (Vantaa)	Core		
Inkoo			Comprehensive		
Ivalo		Comprehensive			
Joensuu		Comprehensive		Comprehensive	
Jyväskylä	X	Comprehensive			
Kajaani		Comprehensive			
Kemi		Comprehensive (Kemi-Tornio)	Comprehensive		
Kittilä		Comprehensive			
Kokkola			Comprehensive		
Kotka-Hamina			Core (Hamina) Core (Kotka)		
Kouvola					Core
Kruunupyy		Comprehensive			
Kuopio	X	Comprehensive			
Kuusamo		Comprehensive			
Lahti / Lahtis	X				
Lappeenranta		Comprehensive		Comprehensive	
Maarianhamina		Comprehensive	Comprehensive		
Oulu / Uleåborg	X	Comprehensive (Oulu)	Comprehensive (Oulu)		
Pori		Comprehensive	Comprehensive		
Rauma			Comprehensive		
Rautaruuki/Raahe			Comprehensive		
Rovaniemi		Comprehensive			
Savonlinna		Comprehensive			
Tampere / Tammerfors	X	Comprehensive			Comprehensive

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Tornio			Comprehensive		
Turku-Naantali	X	Core (Turku)	Core (Turku) Core (Naantali)		
Vaasa		Comprehensive			

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to remove Kilpilahti upon FI request.
- We are proposing to remove the ports of Kaskinen and Pietarsaari because they don't meet the necessary shipment volumes.
- We are proposing to add Inkoo and Tornio maritime ports to the comprehensive network.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing five new urban nodes: Jyväskylä, Kuopio, Lahti, Oulu and Tampere, in addition to Helsinki and Turku which were already identified as urban nodes by the 2013 methodology.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – FRANCE

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

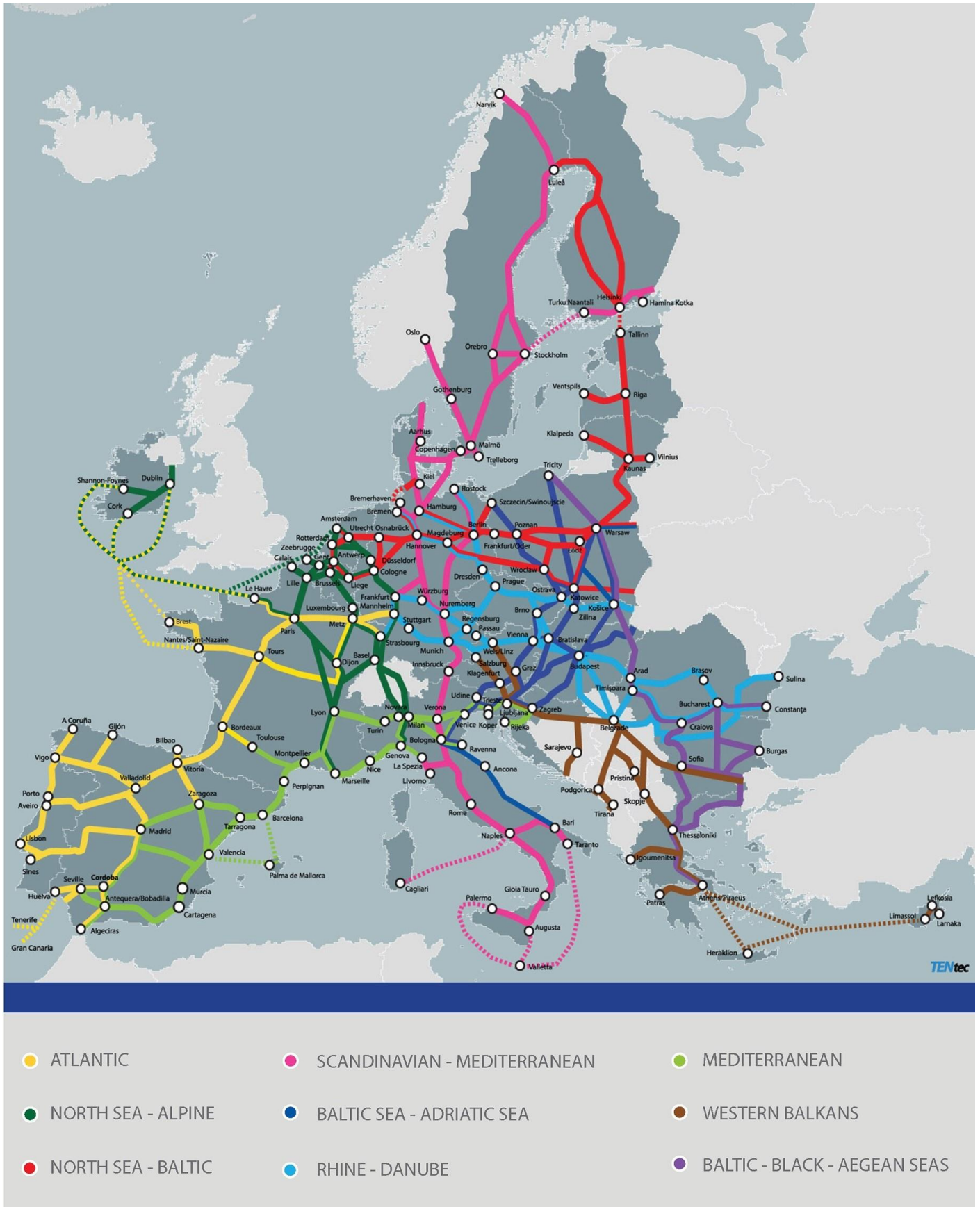
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



France is part of the Mediterranean, Atlantic and North Sea – Alpine European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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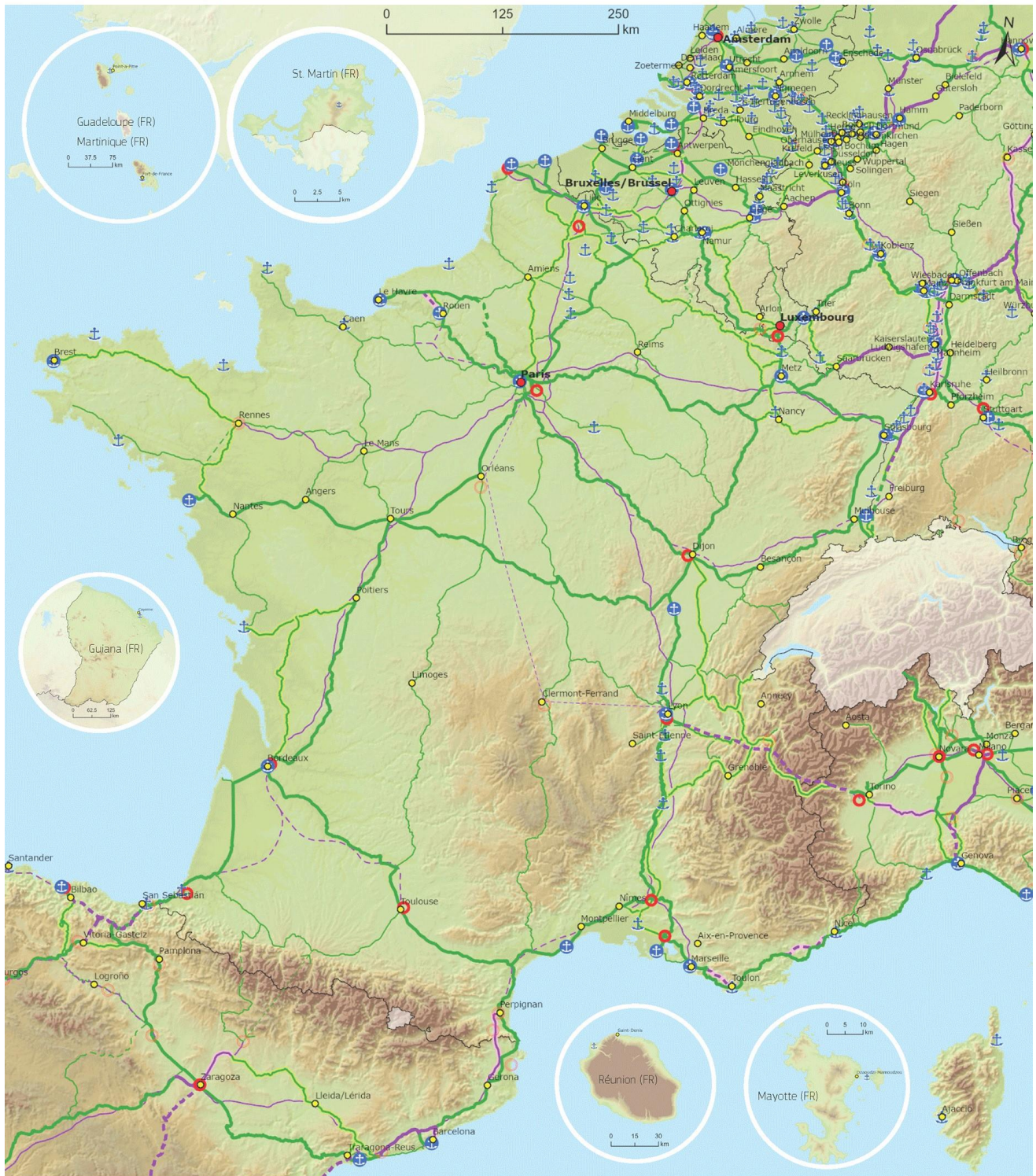
Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to withdraw the following high-speed projects from the maps because the lines are not planned to be built anymore: Paris – Calais, Evreux – Caen, Poitiers – Limoges, Toulouse – Narbonne, Rhin – Rhône Southern and Western branches (especially Dijon – Lyon).
- We are proposing to adapt high-speed core network sections Paris – Le Havre and Marseille – Nice to reflect the latest developments: some sections are existing lines that will be modernised; and some sections will become part of the extended core network.
- We are proposing to add two cross-border connections to the comprehensive network: Givet – Dinant (BE) and Nice – Cuneo (IT).
- We are proposing to add Bordeaux-La Rochelle-Nantes (existing) to the comprehensive network.
- The railway line Brest-Rennes-Redon-Nantes which is on the comprehensive network is included in the extended core network because the port of Brest is becoming a core port.
- A few additions to align the TEN-T with the Rail Freight Corridors.

Road

- We are proposing to add some roads connecting important transport nodes in the Outermost Regions of Guyane and Réunion to the comprehensive network.
- We are proposing to remove some planned new constructions, which are no longer envisaged by France.

Inland waterways

- We are proposing to withdraw Canal Saône – Rhin and Saône – Moselle from the maps because they are not planned to be built anymore.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aiton-Bourgneuf					Comprehensive
Aix-en-Provence	X				
Ajaccio (Corse)	X	Comprehensive	Comprehensive		
Amiens	X				
Angers	X				
Annecy	X				
Arles				Comprehensive	
Avignon					Core
Bastia		Comprehensive	Comprehensive		
Bayonne			Comprehensive		Core (Mouguerre)
Besançon	X				
Beauvais		Comprehensive			
Biarritz		Comprehensive			
Bordeaux	X	Core (Merignac)	Core		Core
Boulogne-sur-Mer			Comprehensive		
Brest	X	Comprehensive	Core		
Caen	X	Comprehensive	Comprehensive		
Calais			Core		Core (Eurotunnel)
Cayenne	X	Comprehensive	Comprehensive		
Chalon-sur-Saône				Core	
Chalons-sur-Marne		Comprehensive (Paris-Vatry)			
Cherbourg			Comprehensive		
Clermont-Ferrand	X	Comprehensive			Comprehensive
Dieppe			Comprehensive		
Dijon	X				Core
Dunkerque			Core	Core	Core
Grenoble	X				
Guadeloupe	X (Point-à-Pitre – Les	Comprehensive (Point-à-Pitre)	Comprehensive		

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
	Abymes)				
La Rochelle		Comprehensive	Comprehensive		
Le Boulou					Comprehensive
Le Havre	X		Core	Core	Core
Le Mans	X				
Lille	X	Core (Lesquin)		Core	Core (Dourges)
Loire sur Rhône/Saint Romain en Gal				Comprehensive	
Limoges	X	Comprehensive			
Lorient			Comprehensive		
Lyon Metropolitan Area	X (including Villeurbanne)	Core (St Exupéry)		Core	Core
Marquion (Cambrai)				Comprehensive	
Martinique	X (Fort-de-France – Lamentin)	Comprehensive (Fort-de-France)	Comprehensive		
Marseille	X	Core (Provence)	Core (Marseille), Core (Fos sur Mer)	Core (Fos sur Mer)	Core (Miramas)
Mayotte	X (Dzaoudzi-Mamoudzou)	Comprehensive	Comprehensive		
Metz	X			Core	
Montpellier	X	Comprehensive			
Mulhouse	X	Comprehensive (Mulhouse-Bale)		Core (Ottmarsheim)	
Nancy	X			Comprehensive	
Nantes	X	Comprehensive (Nantes Atlantique)	Core (Nantes-St-Nazaire)		
Nesle				Comprehensive	
Nice	X	Core (Côte d'Aur)	Comprehensive		
Nîmes	X				
Nogent-sur-Seine				Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Noyon				Comprehensive	
Orléans	X				Comprehensive
Paris Metropolitan Area	X (including Boulogne - Billancourt, Saint- Denis, Argenteuil, Montreuil)	Core (Charles de Gaulle), Core (Orly)		Core	Core
Péronne				Comprehensive	
Perpignan	X				Comprehensive
Poitiers	X				
Réunion	X (Saint- Denis)	Comprehensive (Saint-Denis)	Comprehensive (Port Réunion)		
Portes les Valence				Comprehensive	
Reims	X				
Rennes	X				Comprehensive
Roscoff			Comprehensive		
Rouen	X		Core	Core	
Saint-Étienne	X				
Saint-Malo			Comprehensive		
Saint-Martin			Comprehensive		
Salaise-sur-Sanne				Comprehensive (Salaise- Sablons)	
Sète			Core	Core	
Strasbourg	X	Comprehensive (Entzheim)		Core	Core
Thionville				Comprehensive	
Toulon	X		Comprehensive		
Toulouse	X	Core (Blagnac)			Core
Tours	X				
Valenciennes				Comprehensive	
Villefranche-sur- Saône				Comprehensive	

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to add the maritime ports of Mayotte and Saint-Martin (peripheral regions) and the inland ports of Arles, Loire-sur-Rhône, Salaise-sur-Sanne and Portes les Valence to the comprehensive network.
- We are proposing to add the ports of Brest (maritime) and Sète (maritime and inland) to the core network.

Railroad terminals

- We are proposing one new railroad terminal in Mouguerre (Bayonne).

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing over 30 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – CROATIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

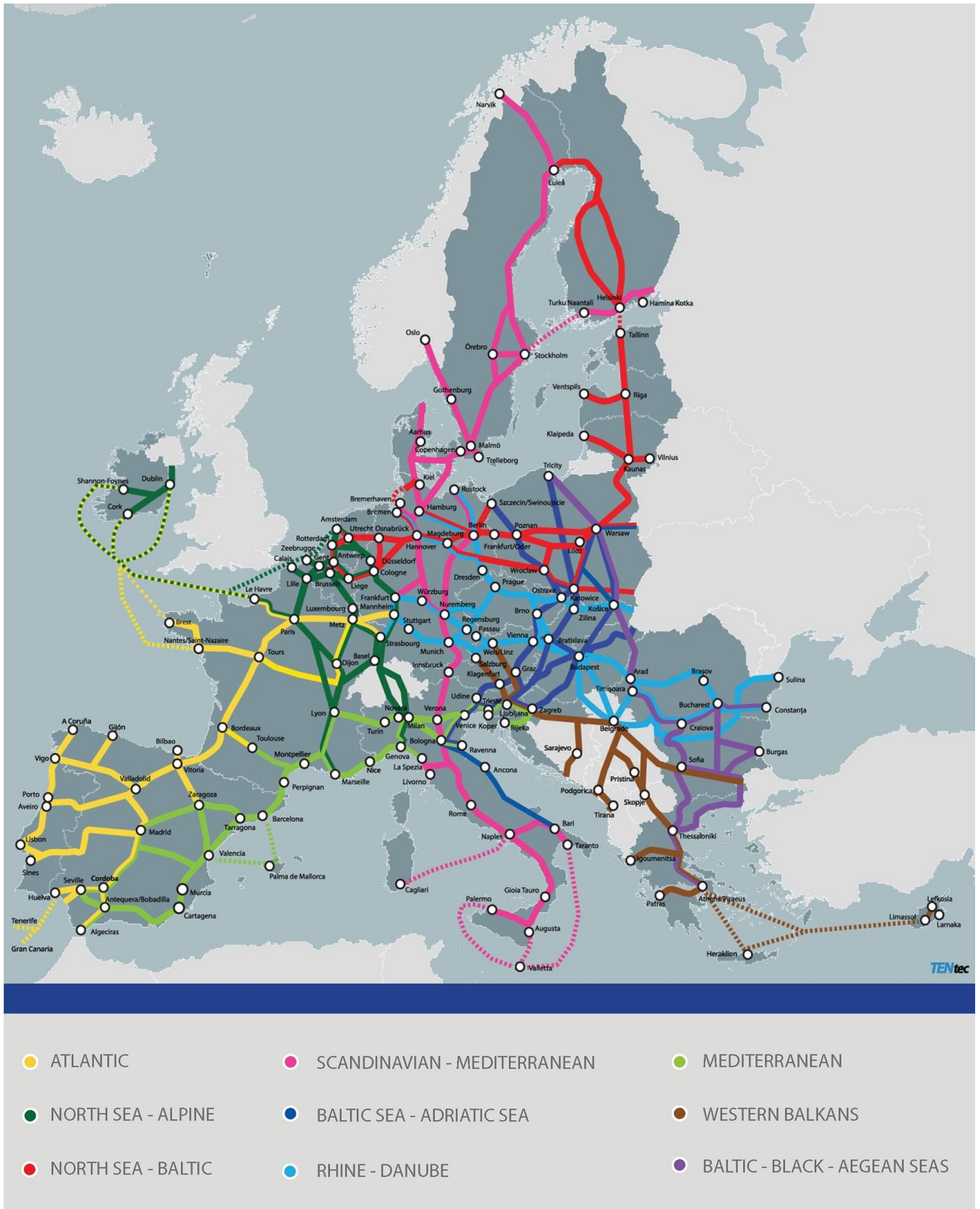
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

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

1. The European Transport Corridors



Croatia is part of the Baltic Sea – Adriatic Sea, Mediterranean and Western Balkans European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ 	<ul style="list-style-type: none"> ✈ 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to place the rail freight line Karlovac-Ostarije on the extended core network. The planned line (to be constructed) will remain on the core network.
- We are proposing to add the planned section Ostarije (Skradnik)-Skrljevo to the core network. The current railway line will become part of the extended core network.
- We are proposing to add a new section in the Istrian Peninsula between Pula and Lupoglav to the comprehensive network.
- We are proposing to add a new section connecting Varazdin-Koprivnica-Osijek to the comprehensive network.
- We are proposing to add a new section around Rijeka, as well as a link between Krasica and Krk terminal to the comprehensive network
- We are proposing to add new sections around Zagreb to the comprehensive network and to the extended core network.
- We are proposing to add the connection to the port of Ploce to the core network.

Road

- We are proposing to adapt the alignment on the Zagreb ring and change its status from the core to the comprehensive network.
- We are proposing to add a new section linking Zagreb with Vitrovitica and crossing the border with Hungary towards Pecs to the comprehensive network. We are proposing to add a new section connecting Vitrovitica and Gradiška (border with BiH) to the comprehensive network.
- We are proposing a new section to reflect the construction of the Pelješac bridge (Komarna-Doli) and to swap the core network connection to this new bridge.

Inland waterways

- No change compared to the list in the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Cres			Comprehensive		
Dubrovnik		Comprehensive	Comprehensive		
Hvar			Comprehensive		
Korcula			Comprehensive		
Osijek	X	Comprehensive		Comprehensive	
Ploče			Comprehensive		
Preko			Comprehensive		
Pula		Comprehensive	Comprehensive		
Rab			Comprehensive		
Rijeka	X	Comprehensive	Core		
Rogac			Comprehensive		
Šibenik			Comprehensive		
Sisak				Comprehensive	
Slavonski Brod				Core	
Split	X	Comprehensive	Comprehensive		
Stari Grad			Comprehensive		
Supetar			Comprehensive		
Varaždin	X				
Vukovar				Core	
Zadar		Comprehensive	Comprehensive		
Zagreb	X	Core			Core

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing 8 new ports to the comprehensive network: Cres, Hvar, Korcula, Preko, Rab, Rogac, Stari Grad, Supetar.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing four new urban nodes: Osijek, Varaždin, Rijeka and Split, in addition to Zagreb which was identified already by the 2013 methodology.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision - HUNGARY

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

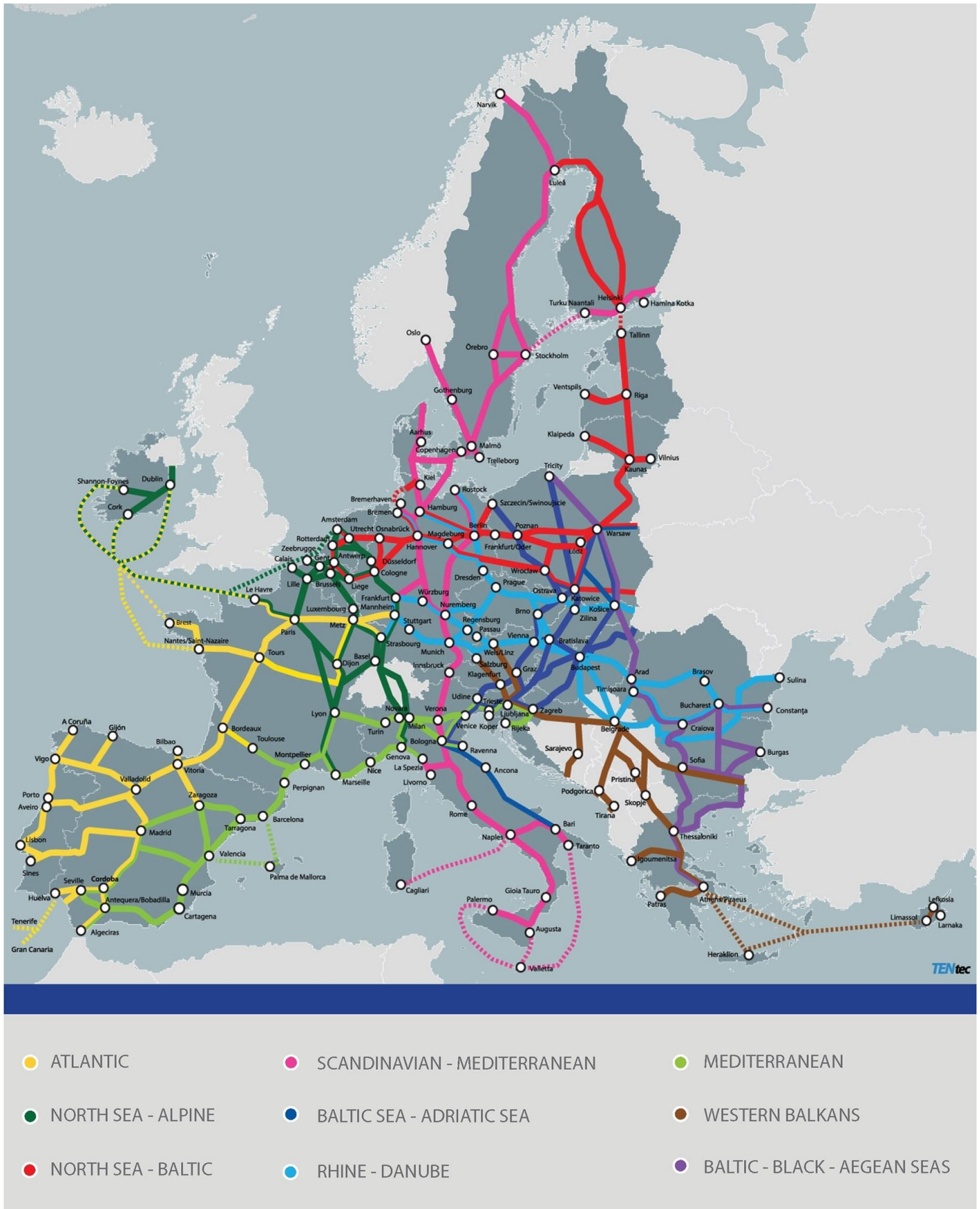
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Hungary is part of the Baltic Sea – Adriatic Sea, Rhine – Danube and Baltic – Black – Aegean Seas European Transport Corridors

2. The core, the extended core and the comprehensive networks

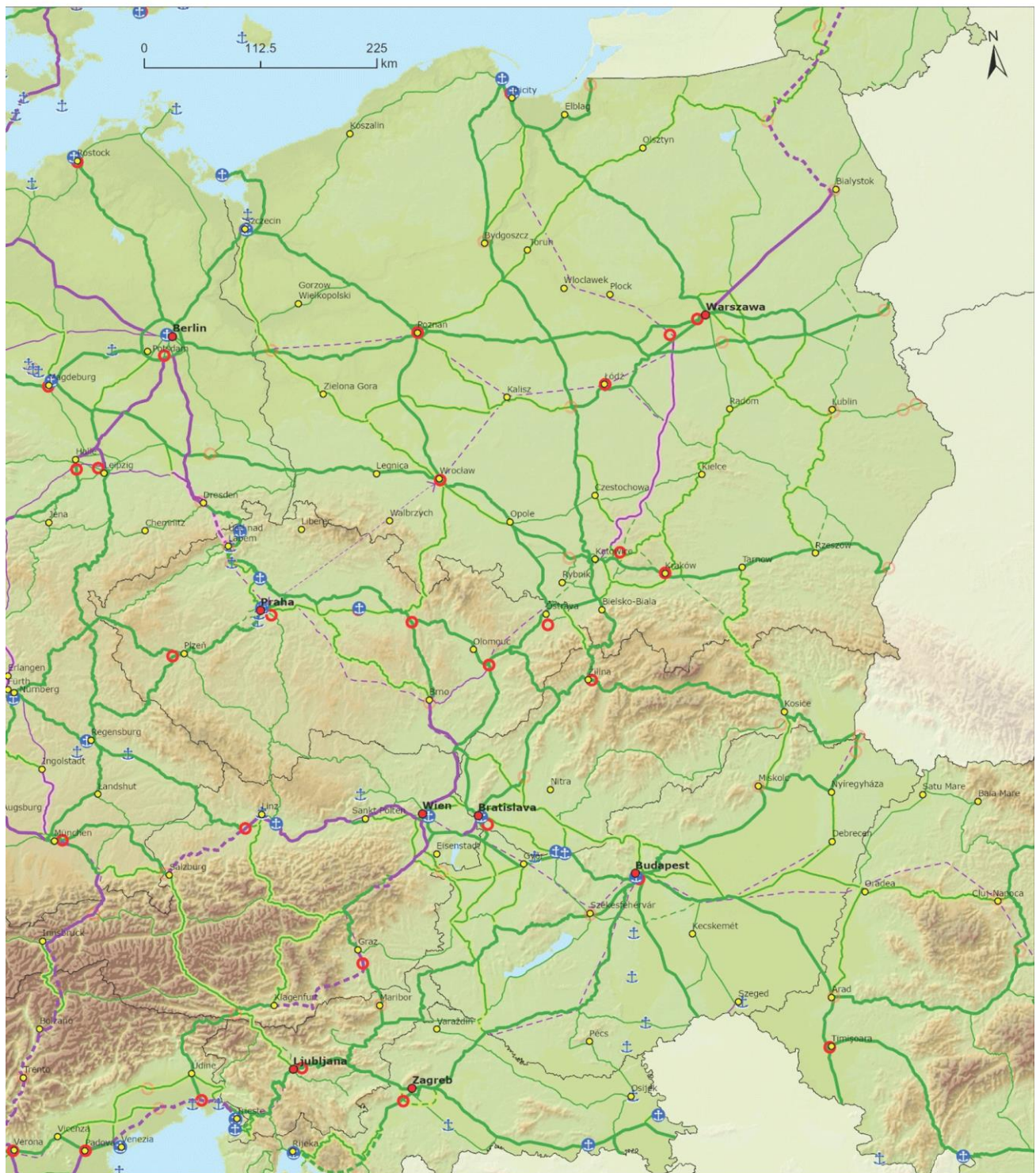


Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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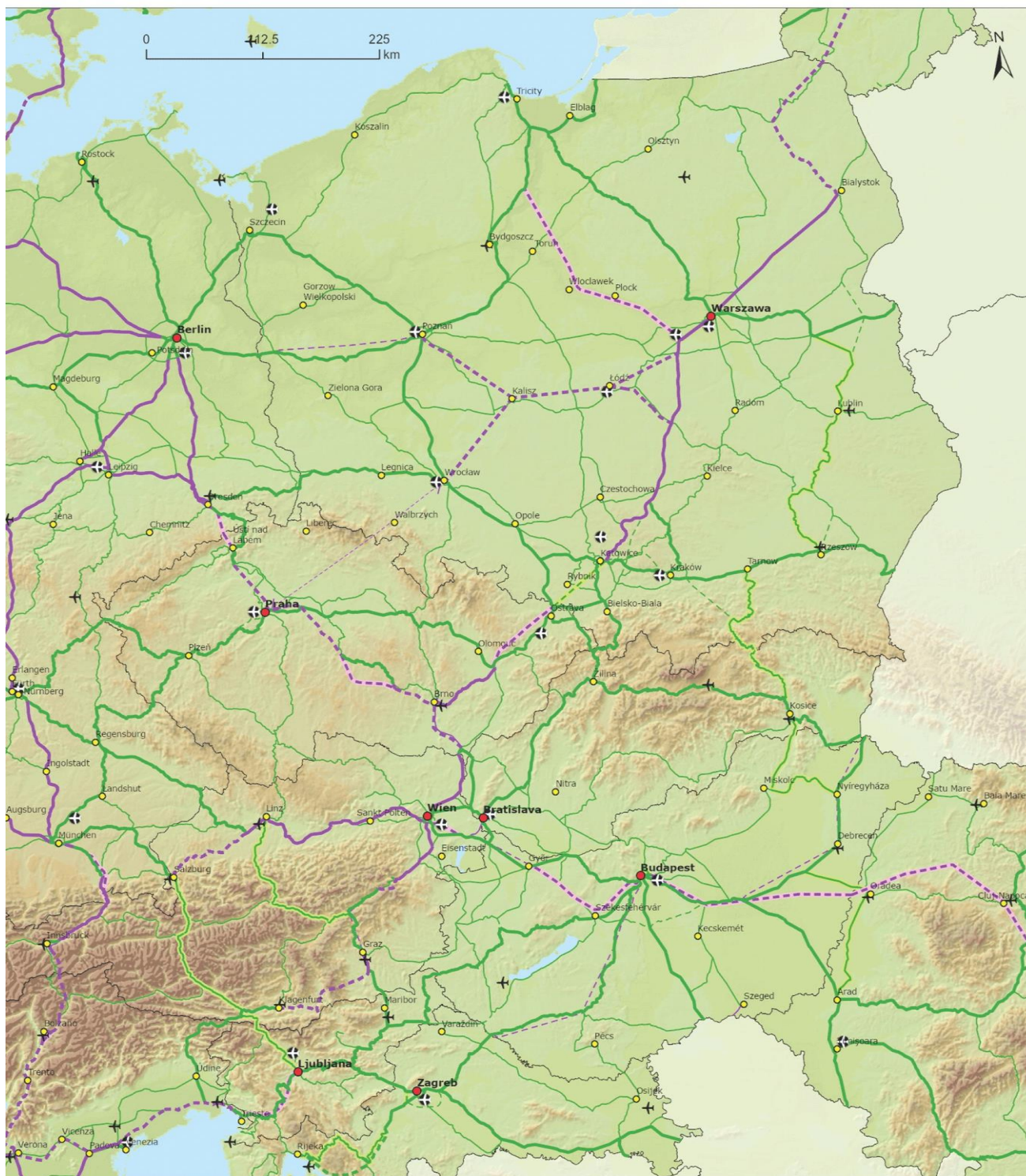


Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the following sections to the extended core network around Budapest: Vac-Aszod, Hatvan-Jaszbereny-Ujszasz, Northern bypass Budapest, Kiskunhalas-Kiskunfelegyhaza.
- We are proposing to add the section Dombovar – Baja towards Subotica (Serbia) to the comprehensive network.
- We are proposing to make new alignments to the section connecting Sekesfehervar – Komarom. In addition, the planned high-speed line from Budapest to Bucharest is realigned (via Oradea instead of Arad) and added to the extended core network.
- We are proposing to realign the new planned high-speed line Budapest-Győr and to add it to the extended core network.

Road

- We are proposing to add the following sections to the comprehensive network:
 - M31 east of Budapest.
 - The cross border connection from Nyíregyháza to Satu Mare and Baia Mare in Romania.
 - The cross-border connection from Pecs to Virovitica (Croatia).

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Baja				Comprehensive	
Budapest	X	Core (Liszt Ferenc)		Core (Csepel)	Core (Soroksár)
Debrecen	X	Comprehensive			
Dunaújváros				Comprehensive	
Fényeslitke					Comprehensive (East-West Gate)
Győr	X			Comprehensive (Győr-Gönyű)	
Kecskemét	X				
Komárom				Core	
Miskolc	X				Comprehensive
Mohács				Comprehensive	
Nyíregyháza	X				
Paks				Comprehensive	
Pécs	X				
Sármellék		Comprehensive			
Sopron					Comprehensive
Szeged	X			Comprehensive	
Székesfehérvár	X				Comprehensive
Záhony					Comprehensive

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- No change compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. In addition to the already identified node of Budapest, we are proposing the following new urban nodes: Debrecen, Győr, Kecskemét, Miskolc, Nyíregyháza, Pécs, Szeged and Székesfehérvár.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)

- TEN-T maps – visit [TENtec](#)

TEN-T Revision – IRELAND

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

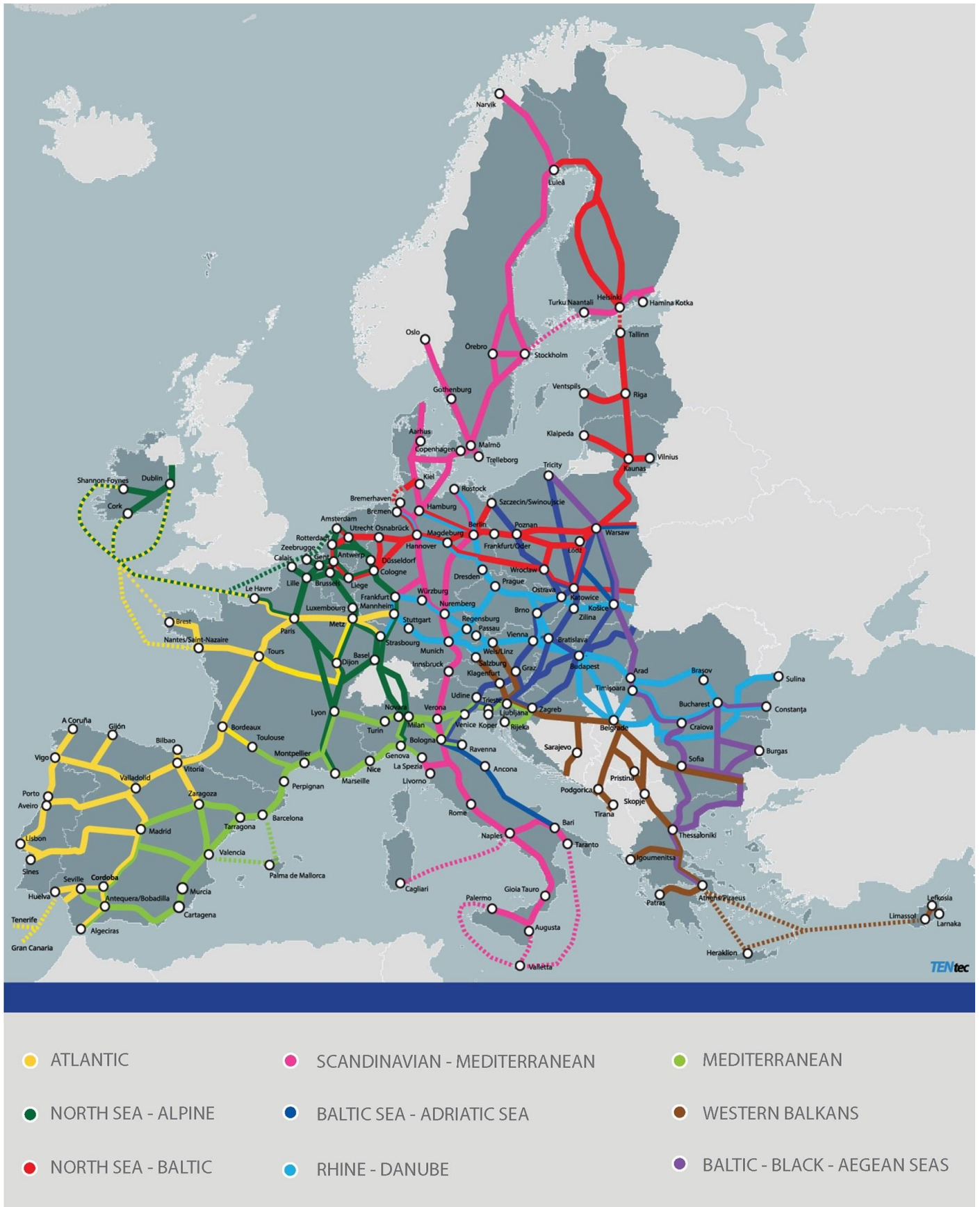
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Ireland is part of the Atlantic and North Sea – Alpine European Transport Corridors

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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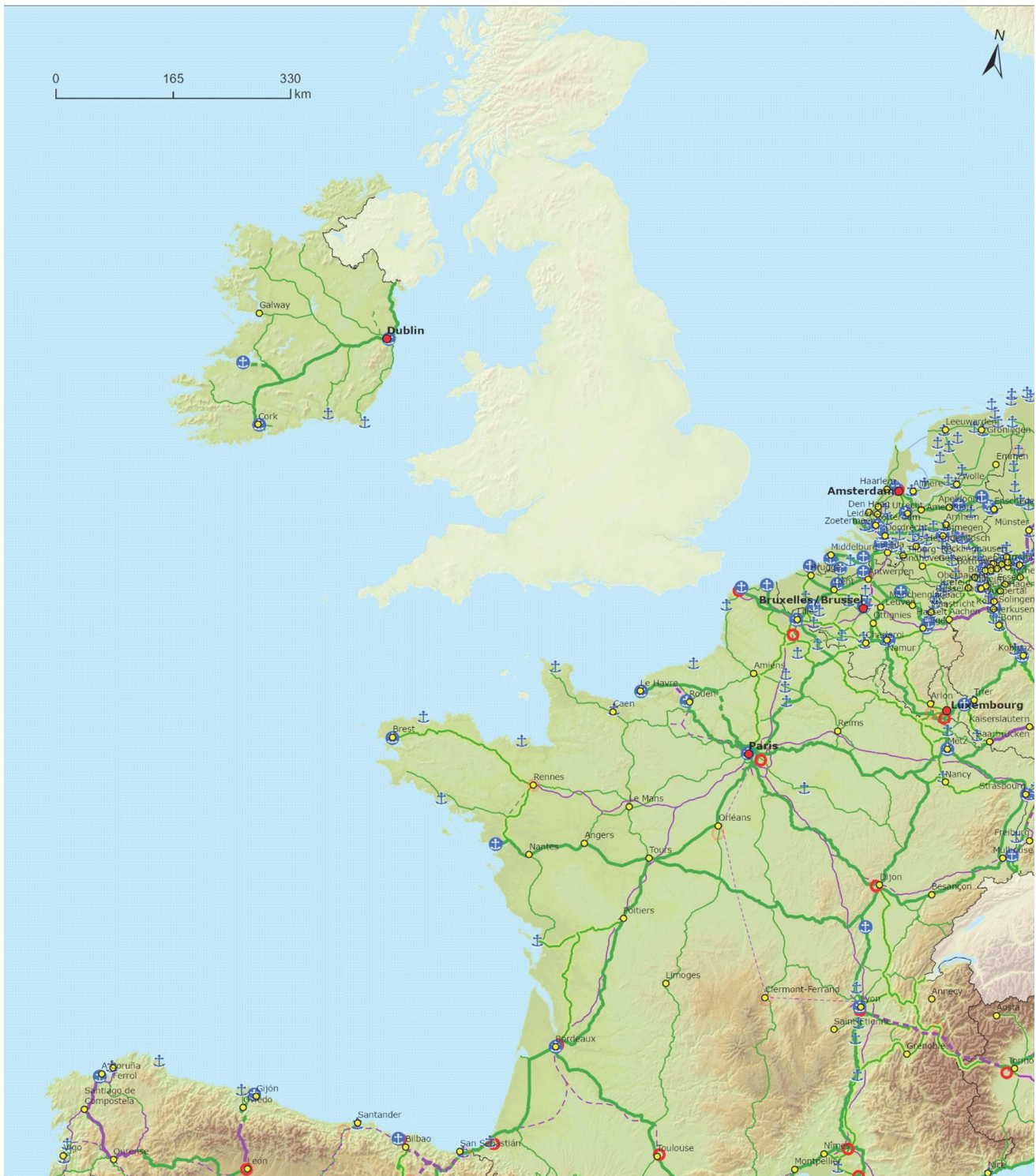
Core	Comprehensive	Core	Urban Nodes
<p>— Inland Waterways</p> <p>■ ■ ■ Inland Waterways / New Construction</p>	<p>⚓ Ports</p>	<p>⚓ Ports</p>	<p>● Capitals</p> <p>● Urban Nodes</p>

TENtec



Core, Extended Core & Comprehensive Networks:
Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ Airports 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
Road Road/ New Construction	Road Road/ New Construction	Road Road / New Construction Projected	Ports RRT Airports	Ports RRT Airports	Capitals Urban Nodes

Main changes

Rail

- We are proposing to add a new rail section in Dublin (the Dart project).

Road

- No change compared to the 2013 TEN-T regulation.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Carraig Fhiáin/Carrickfin		Comprehensive (Dún na nGall/Donegal)			
Corcaigh/Cork	X	Core	Core		
Baile Átha Cliath/Dublin	X	Core	Core (G.D.A. port cluster)		
Gaillimh/Galway	X				
Inis Mór/Inishmore		Comprehensive			
Ciarraí/Kerry-An Fearann Fuar/Farranfore		Comprehensive			
An Cnoc/Knock		Comprehensive (Cúige Chonnacht/Connaught)			
Luimneach/Limerick		Comprehensive (Sionainn/Shannon)	Core (Sionainn-Faing/Shannon Foynes)		
Ros Láir/Rosslare			Comprehensive (Europort)		

Airports

- No change compared to the list in the 2013 TEN-T regulation.

Ports

- No change compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No change compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. In addition to Dublin and Cord which were already identified in the 2013 methodology, we are proposing one new urban node in Ireland – Galway, which is a NUTS2 capital.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – ITALY

The revision of the TEN-T Regulation

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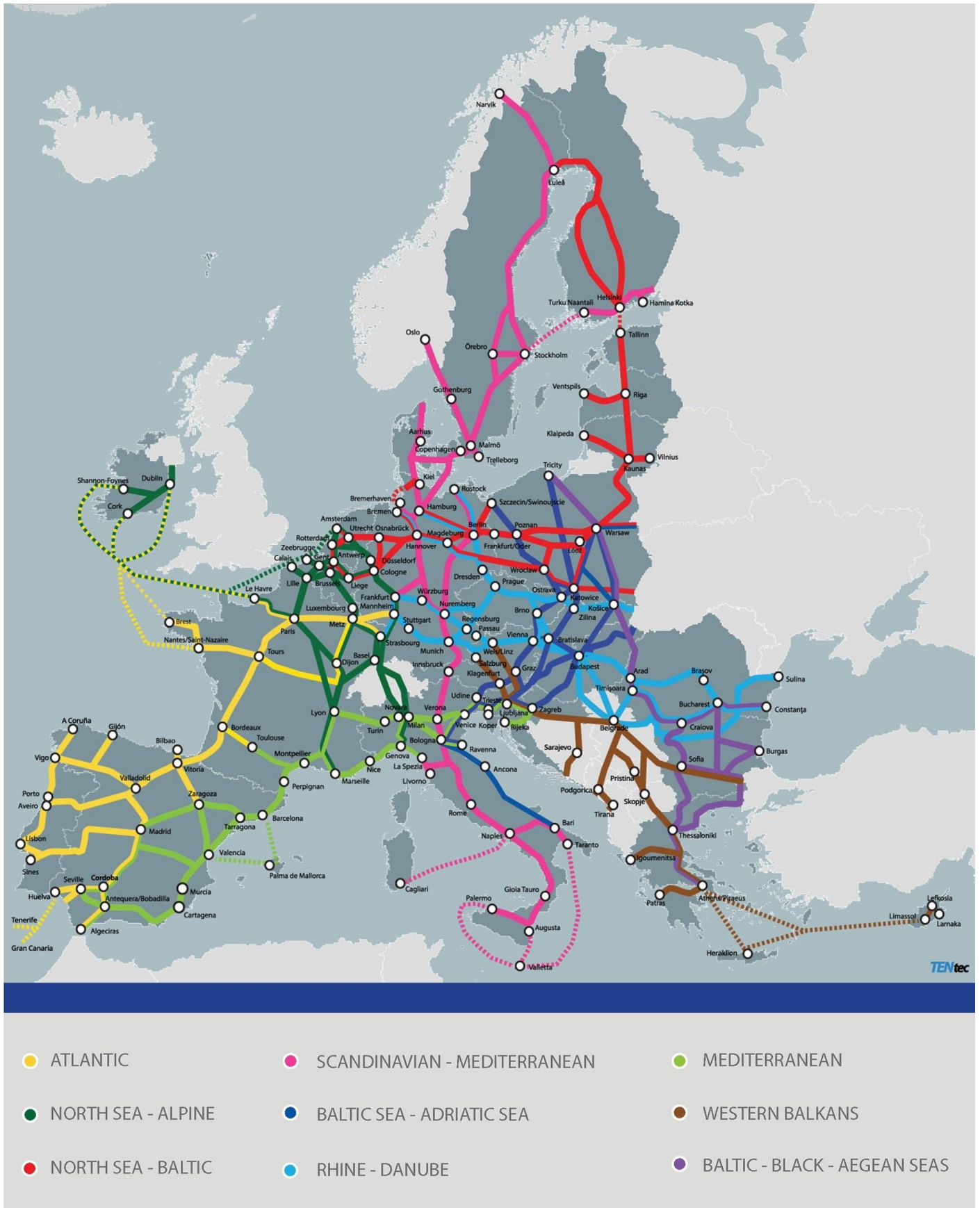
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1. The European Transport Corridors



Italy is part of the Scandinavian – Mediterranean, Baltic Sea – Adriatic Sea, Mediterranean and North Sea – Alpine European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to realign the core railway freight lines between Florence - Rome (from the interior to the seaside) and from Rome to Naples (from the seaside to the interior).
- We are proposing to upgrade the Adriatic coastal line from Ancona to Foggia to the extended core network.
- We are proposing to add Torino – Val d’Aosta rail line, the Bressanone-Lienz cross-border railway line, the Cremona – Codogno section, the Monselice – Legnago section, a section crossing Nola (close to Naples) and the railway line along the Ionian coast in Calabria to the comprehensive network.
- We are proposing to add the Domodossola – Premosello section to the extended core network.
- We are proposing to realign the Brenner and Lyon-Turin access routes.

Road

- We are proposing to upgrade the bypass of Mestre to the core network and to add the road along the Ionian coast in Calabria to the comprehensive network.
- We are proposing to remove the road from Ventimiglia (SS20) to the French border from the TEN-T because there is no continuation on the French territory.

Inland waterways

- We are proposing to add the ports of Chioggia-Venezia and Ferrara-Porto Garibaldi to the comprehensive network.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Alghero		Comprehensive			
Ancona	X	Comprehensive	Core		Core (Iesi)
Andria	X				
Aosta	X				
Augusta			Core		
Bari	X	Comprehensive	Core		Core
Bergamo	X				
Bologna	X	Core			Core
Bolzano	X	Comprehensive			
Brescia	X				Comprehensive
Brindisi		Comprehensive	Comprehensive		
Busto Arsizio - Gallarate					Comprehensive
Cagliari	X	Core	Core (Porto Foxi, Cagliari)		
Campobasso	X				
Capri			Comprehensive		
Carloforte			Comprehensive		
Casamicciola - Porto di Ischia			Comprehensive		
Catania	X	Comprehensive (Fontanarossa, Comiso emergency runway)	Comprehensive		Comprehensive
Cervignano					Core
Chioggia			Comprehensive	Comprehensive	
Civitavecchia			Core		
Cremona				Core	
Faenza					Comprehensive
Ferrara	X				
Firenze	X	Comprehensive			
Fiumicino			Comprehensive		
Foggia	X	Comprehensive			Comprehensive (Incoronata)

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Forlì	X				Comprehensive (Forlì Cesena - Villa Selva)
Gaeta			Comprehe nsive		
Gela			Comprehe nsive		
Genova	X	Core	Core		Core (Vado)
Gioia Tauro			Core		
Golfo Aranci			Comprehe nsive		
Isola D'Elba		Comprehensive (Marina di Campo)			
La Maddalena			Comprehe nsive		
La Spezia			Core		Core (Santo Stefano di Magra)
Lamezia Terme		Comprehensive			
Lampedusa		Comprehensive			
Latina	X				
Livorno	X		Core		Core (Guasticce Collesalveti)
Mantova				Core	Comprehensive
Marina di Carrara			Comprehe nsive		
Messina	X		Comprehe nsive		
Milano	X	Core (Linate), Core (Malpensa), Core (Bergamo Orio al Serio)		Comprehensive	Core (Smistamento) Core (Segrate)
Milazzo			Comprehe nsive		
Modena	X				
Monfalcone			Comprehe nsive	Comprehensive	
Monza	X				
Mortara					Comprehensive
Napoli	X	Core (Capodichino)	Core		Core (Nola), Core (Marcianise- Maddaloni)
Novara	X				Core (Eurogateway) Core (Agonate)
Olbia		Comprehensive	Comprehe nsive		

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Orte					Comprehensive
Ortona					Comprehensive
Padova	X				Core
Palau			Comprehensive		
Palermo	X	Core	Core (Palermo, Termini Imerese terminal)		
Pantelleria		Comprehensive			
Parma	X				Comprehensive (Bianconese di Fontevivo), Comprehensive (Castelguelfo)
Perugia	X	Comprehensive			
Pescara	X	Comprehensive			Comprehensive (Manoppello)
Piacenza	X				Comprehensive
Piombino			Comprehensive		
Pisa		Comprehensive			
Ponza			Comprehensive		
Pordenone					Comprehensive
Porto Empedocle			Comprehensive		
Porto Levante			Comprehensive	Comprehensive	
Porto Nogaro				Comprehensive	
Porto Santo Stefano			Comprehensive		
Porto Torres			Comprehensive		
Portoferraio (Elba)			Comprehensive		
Portogruaro					Comprehensive
Portovesme			Comprehensive		
Potenza	X				
Prato	X				Core (Prato)
Procida			Comprehensive		
Ravenna	X		Core	Core	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Reggio di Calabria	X	Comprehensive	Comprehensive		
Reggio Emilia	X				
Rimini	X	Comprehensive			
Rivalta Scrivia					Comprehensive
Roma	X	Core (Fiumicino), Comprehensive (Ciampino)			Core (Pomezia)
Rovigo				Comprehensive	Comprehensive
Salerno	X		Comprehensive		
Sassari	X				
Savona-Vado			Comprehensive		
Siracusa	X		Comprehensive		
Taranto	X		Core		
Terni	X				
Torino	X	Core			Core (Orbassano)
Trapani		Comprehensive	Comprehensive		
Trento	X				Comprehensive
Treviso		Comprehensive			
Trieste	X	Comprehensive	Core	Core	Core (Ferneti)
Udine	X				
Venezia	X	Core	Core	Core	
Verona	X	Comprehensive			Core
Vicenza	X				

Airports

- We are proposing to remove the airport of Forli from the comprehensive network, as it does not fulfil the volume criteria.
- We are proposing to remove the airport of Brescia from the comprehensive network because it does not fulfil the volume criteria. As it is within a 100 km radius of Bergamo/Verona, the regional accessibility criterion does not apply anymore.
- We are proposing to add the airport of Rimini to the comprehensive network.

Ports

- We are proposing to upgrade the port of Civitavecchia to the core network.
- We are proposing to add Porto Empedocle to the comprehensive network.
- We are proposing to remove Pescara from the comprehensive network as it does not fulfil the volume criteria.

Railroad terminals

- We are proposing to add all Italian requests for new railroad terminals: Busto Arsizio – Gallarate, Castelguelfo (Parma), Faenza, Foggia – Incoronata, Forlì Cesena - Villa Selva, Ortona, Pordenone and Portogruaro to the comprehensive network and Santo Stefano di Magra (La Spezia), Agognate (Novara) and Ferneti (Trieste) to the core network.
- We are proposing to upgrade the terminals of Parma - Bianconese di Fontevivo, Pescara – Manoppello and Orte from the comprehensive to the core network.
- We are proposing to remove the terminal of Gallarate.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. 40 new urban nodes have been identified and proposed to the TEN-T network.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

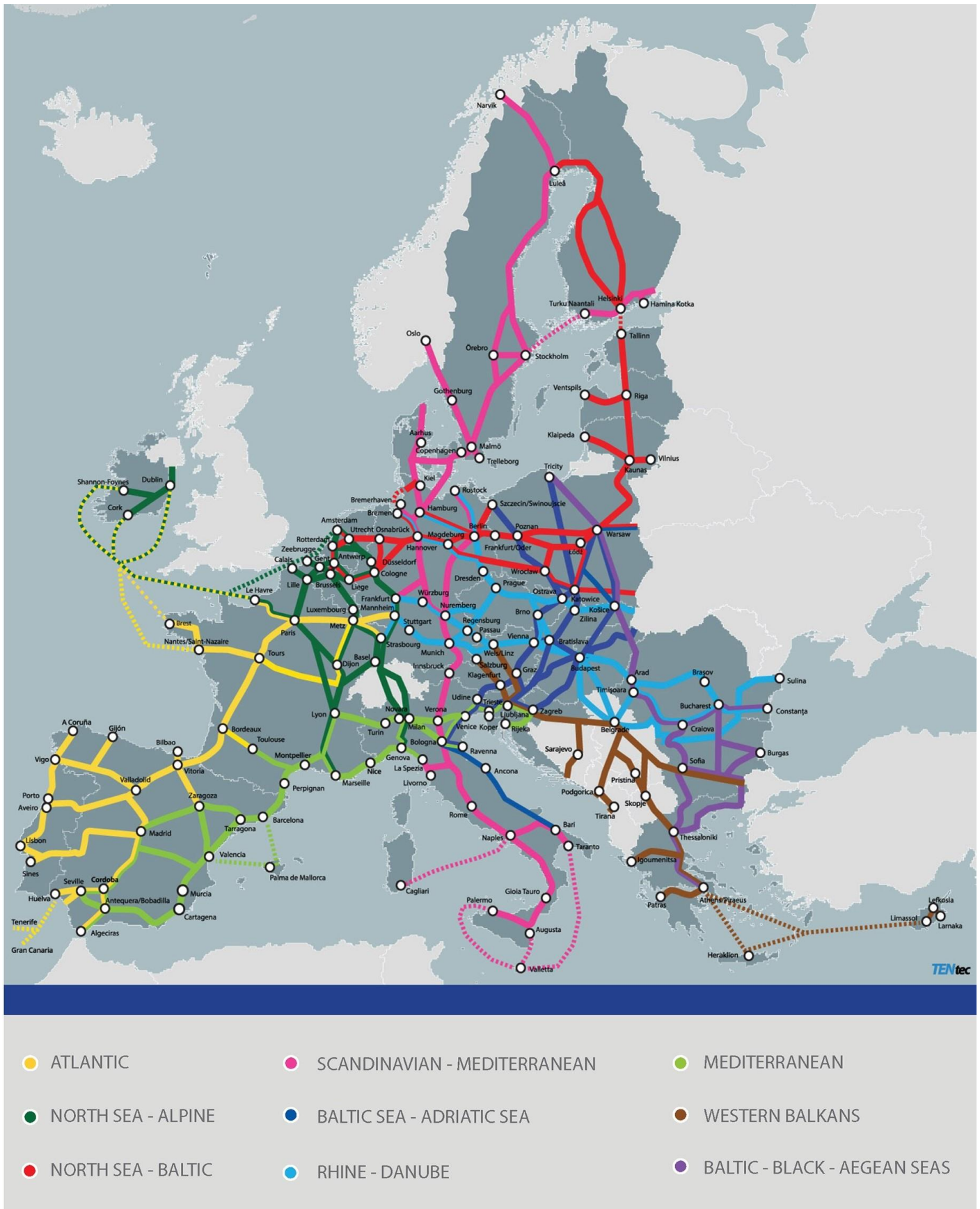
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Lithuania is part of the North Sea – Baltic European Transport Corridor.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor Anchor Anchor 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the railway connection from Vilnius to Druskininkai to the comprehensive network.
- We are proposing to make some corrections in exact alignments of some sections upon LT request.

Road

- We are proposing to remove two sections (Kalvarija-Alytus and Panevėžys-Zarasai) upon LT request.
- We are proposing to add a new cross-border connection with PL (Kaunas-Alytus-Augustow) to the comprehensive network (agreement of LT and PL).

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Jurbarkas				Comprehensive	
Kaunas	X	Comprehensive		Core	Core
Klaipėda	X		Core		Core
Marijampolė					Comprehensive
Palanga		Comprehensive			
Panevėžys	X				Comprehensive
Šiauliai	X				
Vilnius	X	Core			Core

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to add Jurbarkas and Kaunas inland ports to the comprehensive network.

Railroad terminals

- We are proposing to add Marijampolė and Panevėžys to the comprehensive network.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. In addition to Vilnius already identified by the 2013 methodology, we are proposing four new urban nodes: Kaunas, Klaipėda, Šiauliai, Panevėžys.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – LUXEMBOURG

The revision of the TEN-T Regulation

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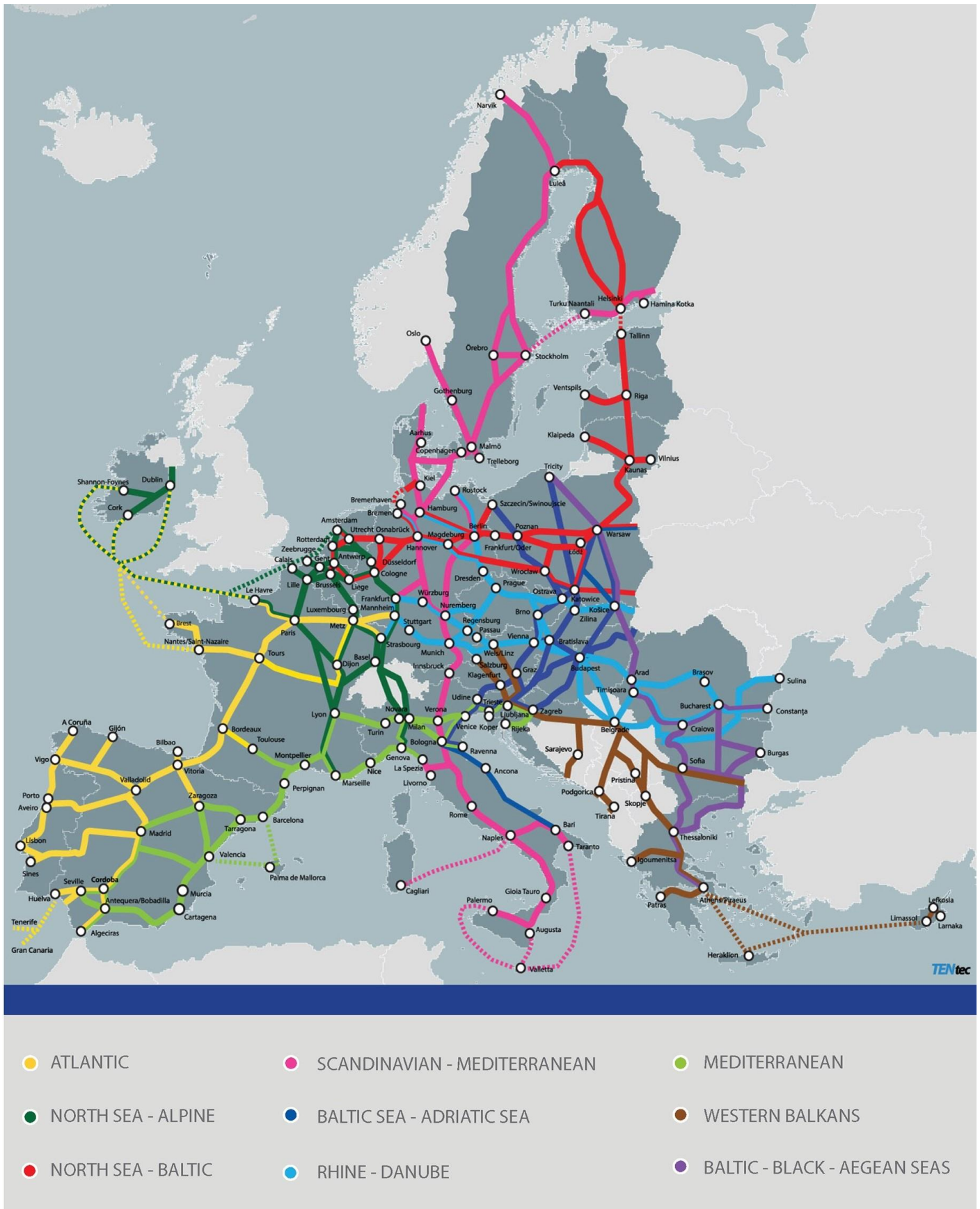
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The design of the trans-European transport network is based on an objective and transparent planning methodology that was established in 2013 and has now been updated in the framework of the TEN-T Regulation revision.

1. The European Transport Corridors



Luxembourg is part of the North Sea – Alpine European Transport Corridor.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEN-Tec



Core, Extended Core & Comprehensive Networks:
Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor symbol Anchor symbol 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to make some corrections in alignments of the core and the comprehensive network between Luxembourg City and Bettembourg now that the line has been completed.

Road

- No change compared to the 2013 TEN-T regulation.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Luxembourg	X	Core		Core (Mertert)	Core (Bettembourg)

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- No changes compared to the list in the 2013 TEN-T regulation.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENTec](#)

TEN-T Revision – LATVIA

The revision of the TEN-T Regulation

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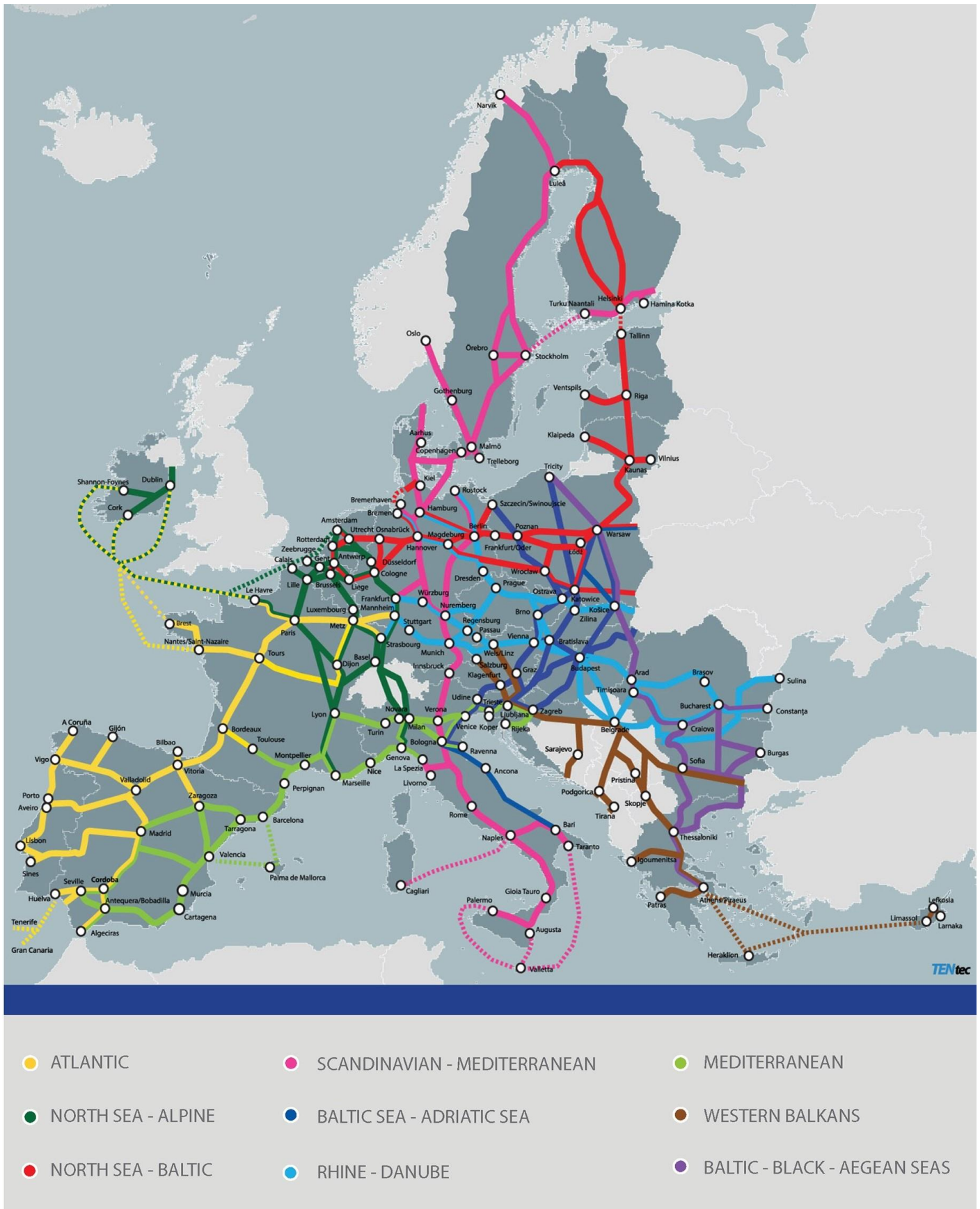
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The design of the trans-European transport network is based on an objective and transparent planning methodology that was established in 2013 and has now been updated in the framework of the TEN-T Regulation revision.

1. The European Transport Corridors



Latvia is part of the North Sea – Baltic European Transport Corridor.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ Airports 	<ul style="list-style-type: none"> ● ● Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
Road Road/ New Construction	Road Road/ New Construction	Road Road / New Construction Projected	Ports RRT Airports	Ports RRT Airports	Capitals Urban Nodes

Main changes

Rail

- No change compared to the 2013 TEN-T regulation.

Road

- We are proposing a few minor realignments and adaptations mostly around Riga.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Daugavpils		Comprehensive			
Liepāja		Comprehensive	Comprehensive		
Rīga	X	Core	Core		Core (Salaspils)
Ventspils		Comprehensive	Core		

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- No changes compared to the list in the 2013 TEN-T regulation.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – MALTA

The revision of the TEN-T Regulation

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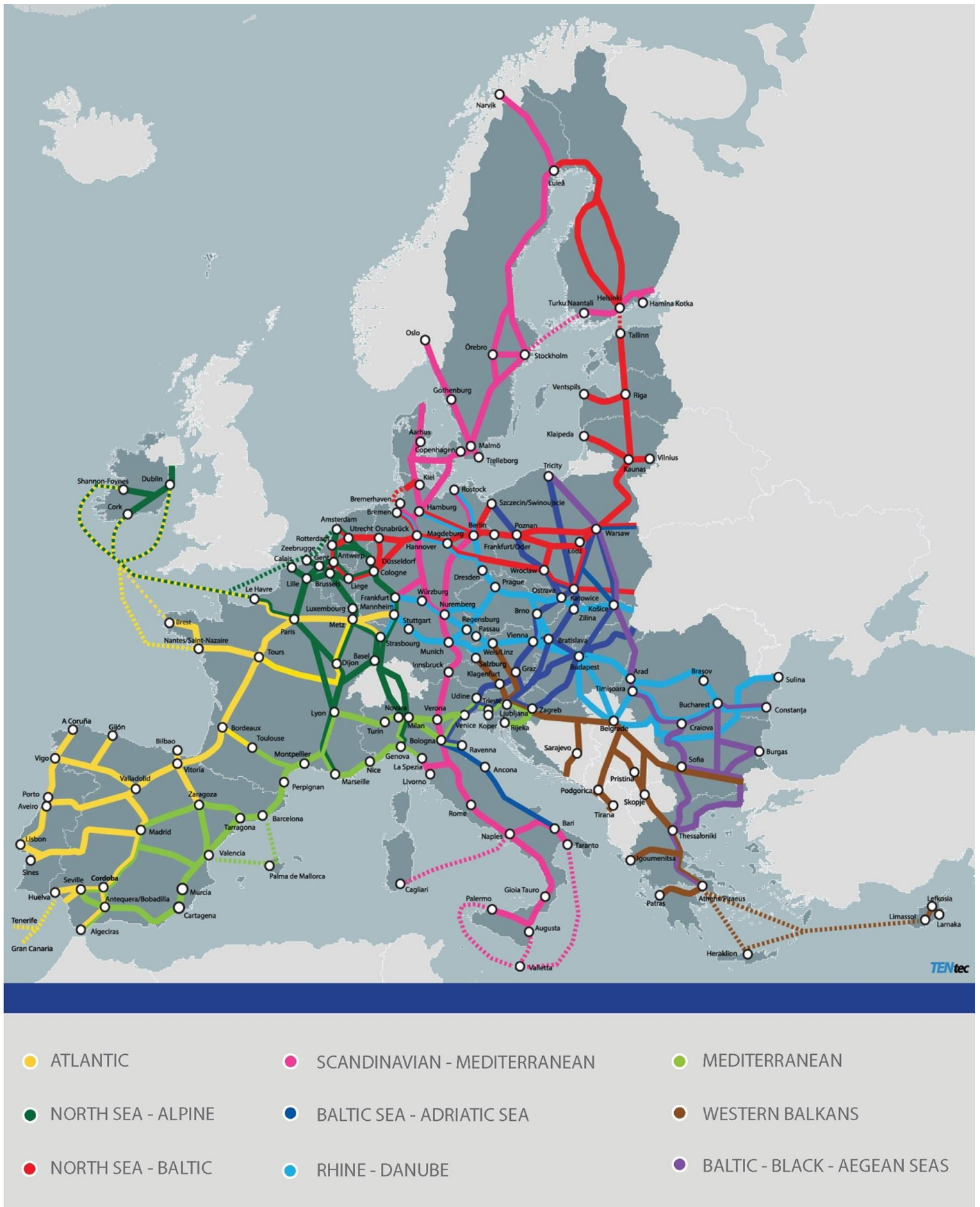
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1. The European Transport Corridors



Malta is part of the Scandinavian – Mediterranean European Transport Corridor.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks
Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- No railway on MT.

Road

- We are proposing to include the Valletta ring road in the comprehensive network (it is currently in the core network) as the core TEN-T standards cannot be achieved on the ring road.
- The planned tunnel to the Gozo Island has a new alignment which is indicated with a dotted line as a planned link (subject to socio-economic analysis). We propose to add an existing connecting road to the tunnel to Malta's comprehensive network as a "planned" section and as a part of the tunnel.
- We are proposing to remove a 500m stretch road west of Paola (south of Valletta) because the road has become private property.

Inland waterways

- No inland waterways on MT.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Cirkewwa			Comprehensive		
Marsaxlokk			Core		
Mgarr			Comprehensive		
Valletta	X	Core (Malta – Luqa)	Core		

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- No changes compared to the list in the 2013 TEN-T regulation.

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TEN-T Revision - NETHERLANDS

The revision of the TEN-T Regulation

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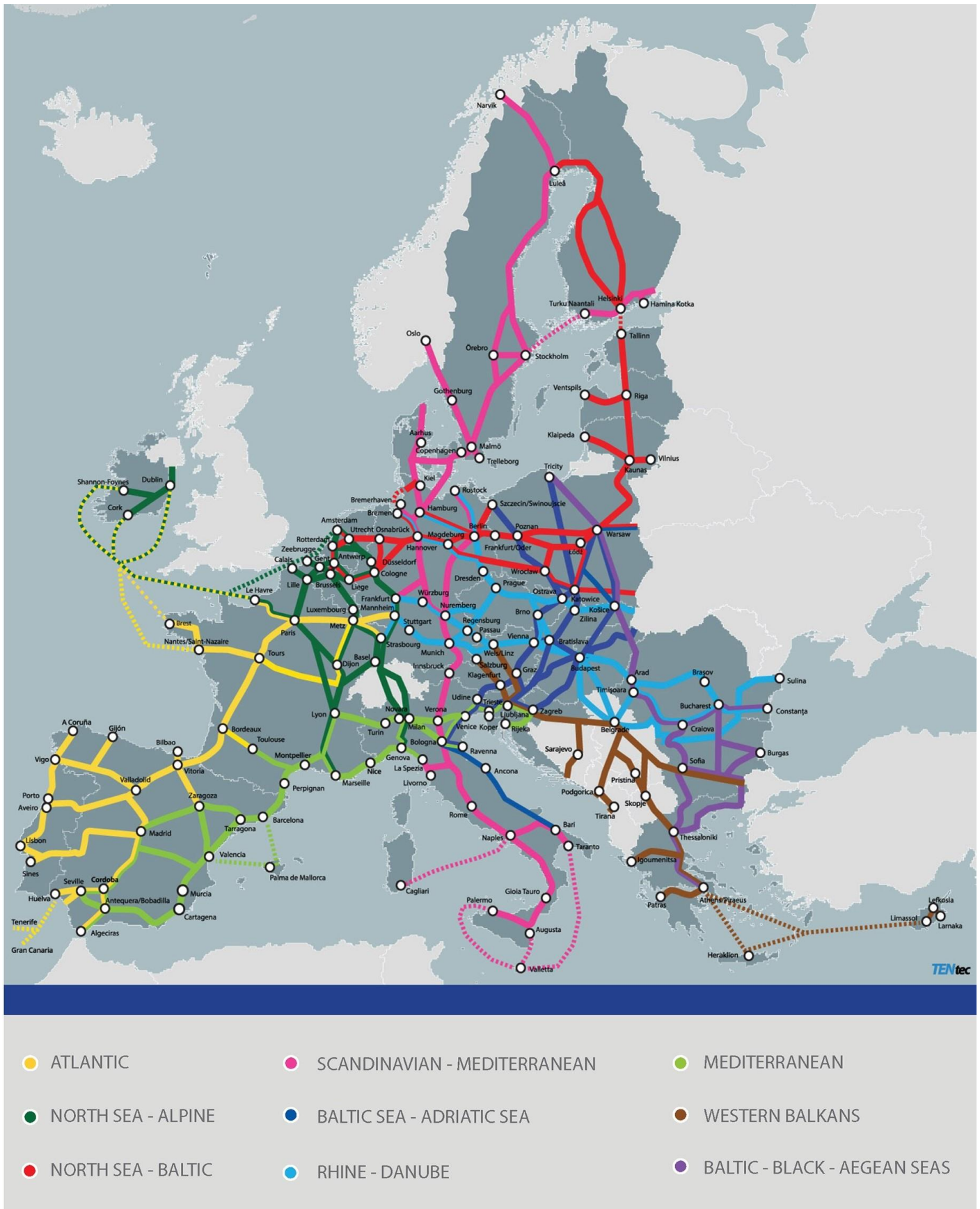
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The Netherlands is part of the North Sea – Baltic and North Sea – Alpine European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEVtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks:

Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> ✈ Airports 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add new sections connecting Zwolle to Emmen and Zwolle to Enschede to the comprehensive network.
- We are proposing to add the section connecting Nijmegen to Roermond via Venlo and Leeuwarden to Groningen to the comprehensive network.
- We are proposing to add the section Breda-Tilburg-Eindhoven-Den Bosch to the extended core network.

Road

- We are proposing to add two new road sections to the comprehensive network: Meppel to Leeuwarden and Assen to Eemshaven.

Inland waterways

- We are proposing to add the Van Harinxma kanaal and the Winterschoterdiep in the north of the Netherlands to the network.
- For reasons of accuracy, we are proposing to add short sections connecting the port of Tilburg and Oss and Ketelmeer to Kampen and Meppel to the comprehensive network.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Alblasserdam				Comprehensive	
Almelo				Core	
Almere	X			Comprehensive	
Amersfoort	X				
Amsterdam	X	Core (Schiphol)	Core	Core	Core
Apeldoorn	X				
Arnhem	X			Comprehensive	
Bergen op Zoom				Core	
Born				Comprehensive	
Breda	X				
Cuijk				Comprehensive	
Delfzijl/Eemshaven			Comprehensive		
Den Bosch	X			Comprehensive	
Den Haag	X				
Dordrecht	X		Comprehensive	Comprehensive	
Drachten				Comprehensive	
Eemshaven			Comprehensive	Comprehensive	
Eindhoven	X	Comprehensive			
Emmen	X				
Enschede	X			Comprehensive	
Geertruidenberg				Comprehensive	
Gennep				Comprehensive	
Gorinchem				Comprehensive	
Gouda				Comprehensive	
Groningen	X	Comprehensive		Comprehensive	
Haarlem	X				
Heerenveen				Comprehensive	
Hengelo				Core	
Kampen				Comprehensive	
Leeuwarden	X			Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Leiden	X				
Lelystad				Comprehensive	
Lemsterland				Comprehensive	
Lochem				Comprehensive	
Maasbracht				Comprehensive	
Maasdriel				Comprehensive	
Maassluis				Comprehensive	
Maastricht	X	Comprehensive (Maastricht – Aachen)		Comprehensive	
Meppel				Comprehensive	
Middelburg	X				
Moerdijk			Core	Core	
Nijmegen	X			Core	
Oosterhout				Comprehensive	
Oss				Comprehensive	
Reimerswaal				Comprehensive	
Ridderkerk				Comprehensive	
Roermond				Comprehensive	
Rotterdam	X	Core	Core	Core	Core
Sneek				Comprehensive	
Stein				Comprehensive	
Terneuzen, Vlissingen			Core (Terneuzen), Core (Vlissingen)	Core (Terneuzen), Core (Vlissingen)	
Tiel				Comprehensive	
Tilburg	X			Comprehensive	
Utrecht	X			Core	
Veghel				Comprehensive	
Venlo				Comprehensive	Comprehensive (Trade Port Noord Limburg)
Vlaardingen			Comprehe nsive		
Wageningen				Comprehensive	

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Wanssum				Comprehensive	
Zaandam				Comprehensive	
Zaltbommel				Comprehensive	
Zevenaar				Comprehensive	
Zoetermeer	X				
Zuidhorn				Comprehensive	
Zwijndrecht				Comprehensive	
Zwolle	X			Comprehensive	

Airports

- We are proposing to remove the airport of Enschede, because it does not meet the thresholds of traffic volumes.

Ports

- We are proposing to remove the port of Grave.
- We are also proposing to remove the ports of Beverwijk, Velsen/IJmuiden and Harlingen because they do not meet the thresholds required to remain on the network.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 22 new urban nodes (Emmen is proposed to become an urban node instead of the NUTS2 capital Assen).

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – POLAND

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

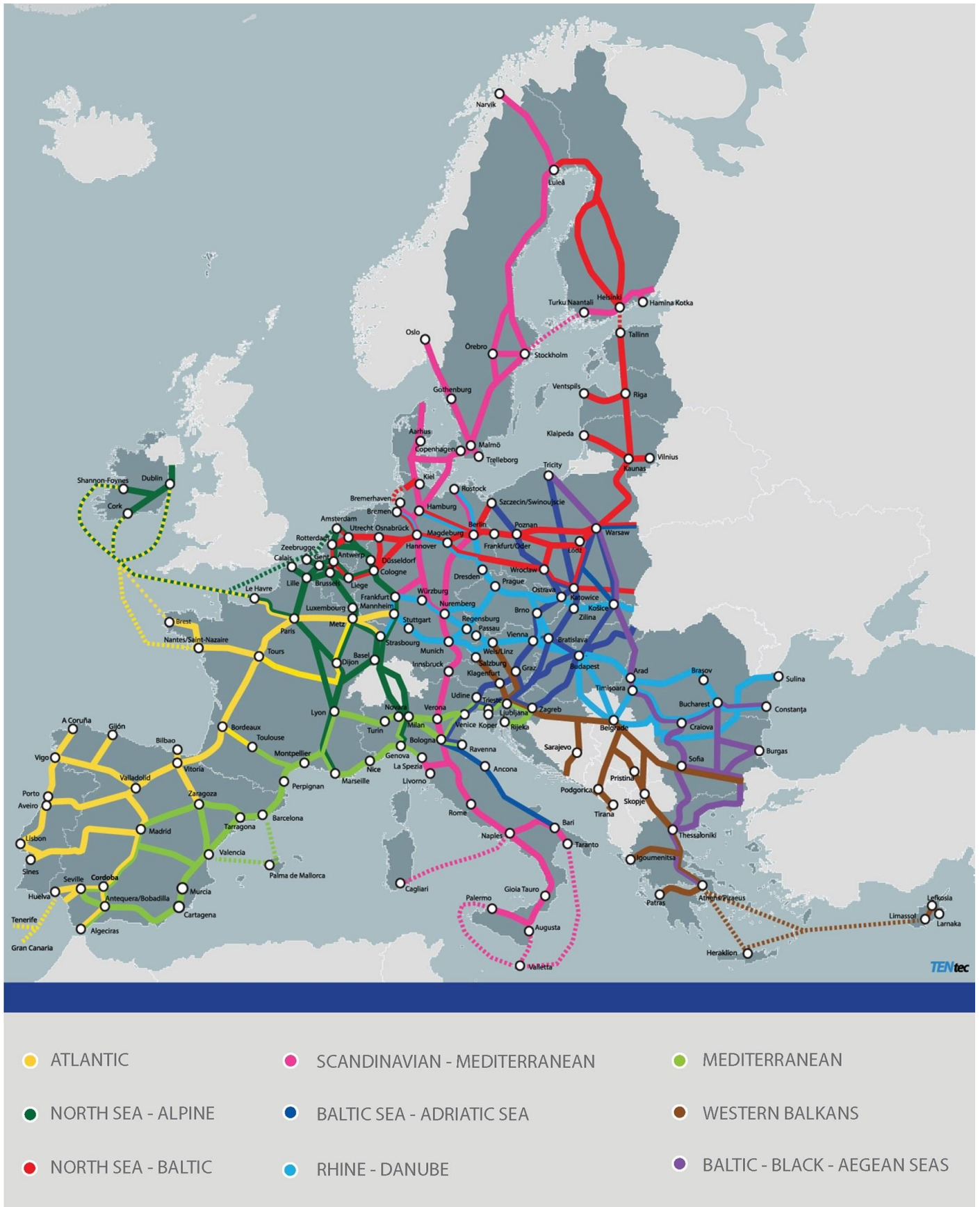
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Poland is part of the Baltic Sea – Adriatic Sea, North Sea – Baltic and Baltic – Black – Aegean Seas European Transport Corridors.

2. The core, the extended core and the comprehensive networks

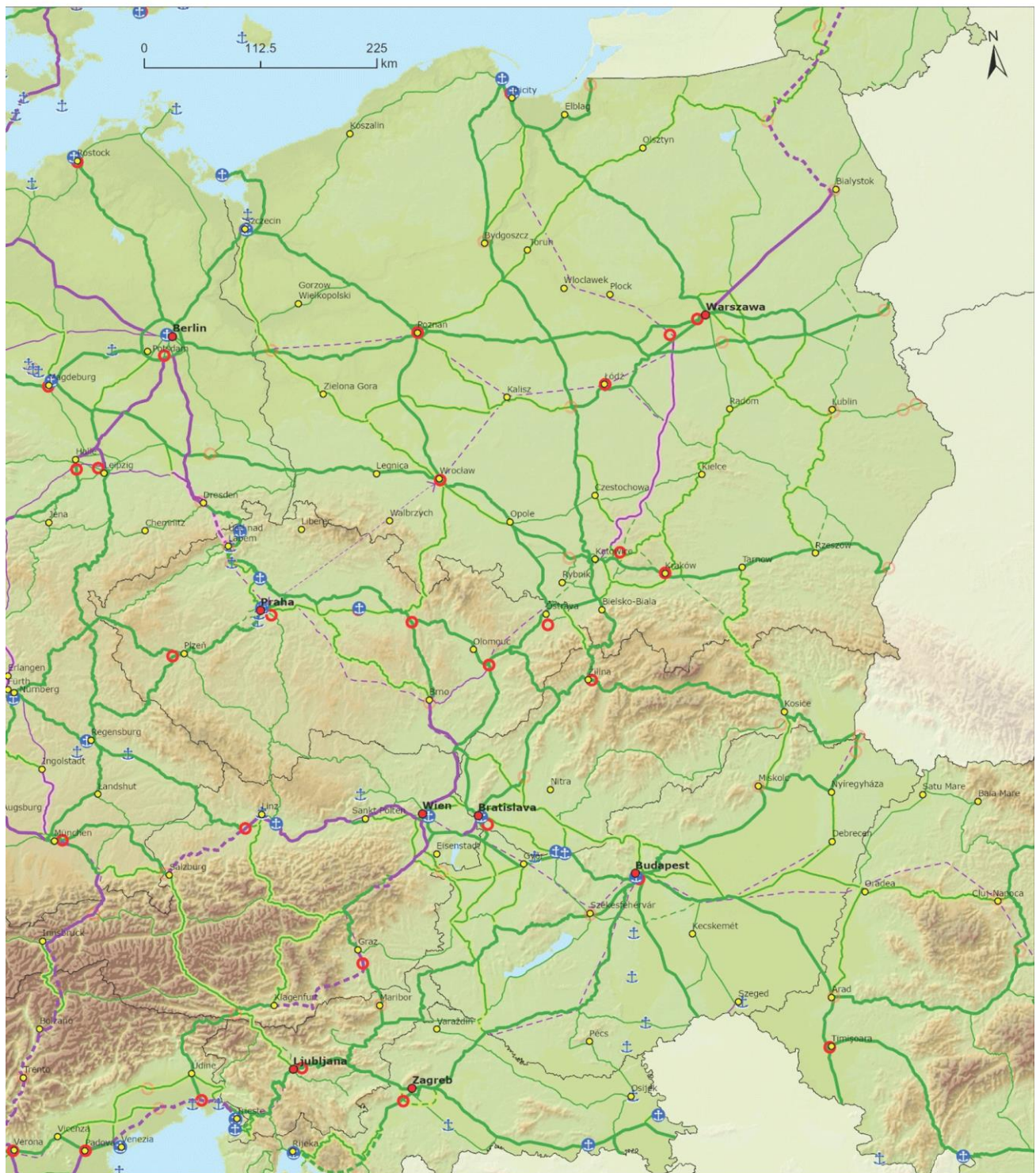


Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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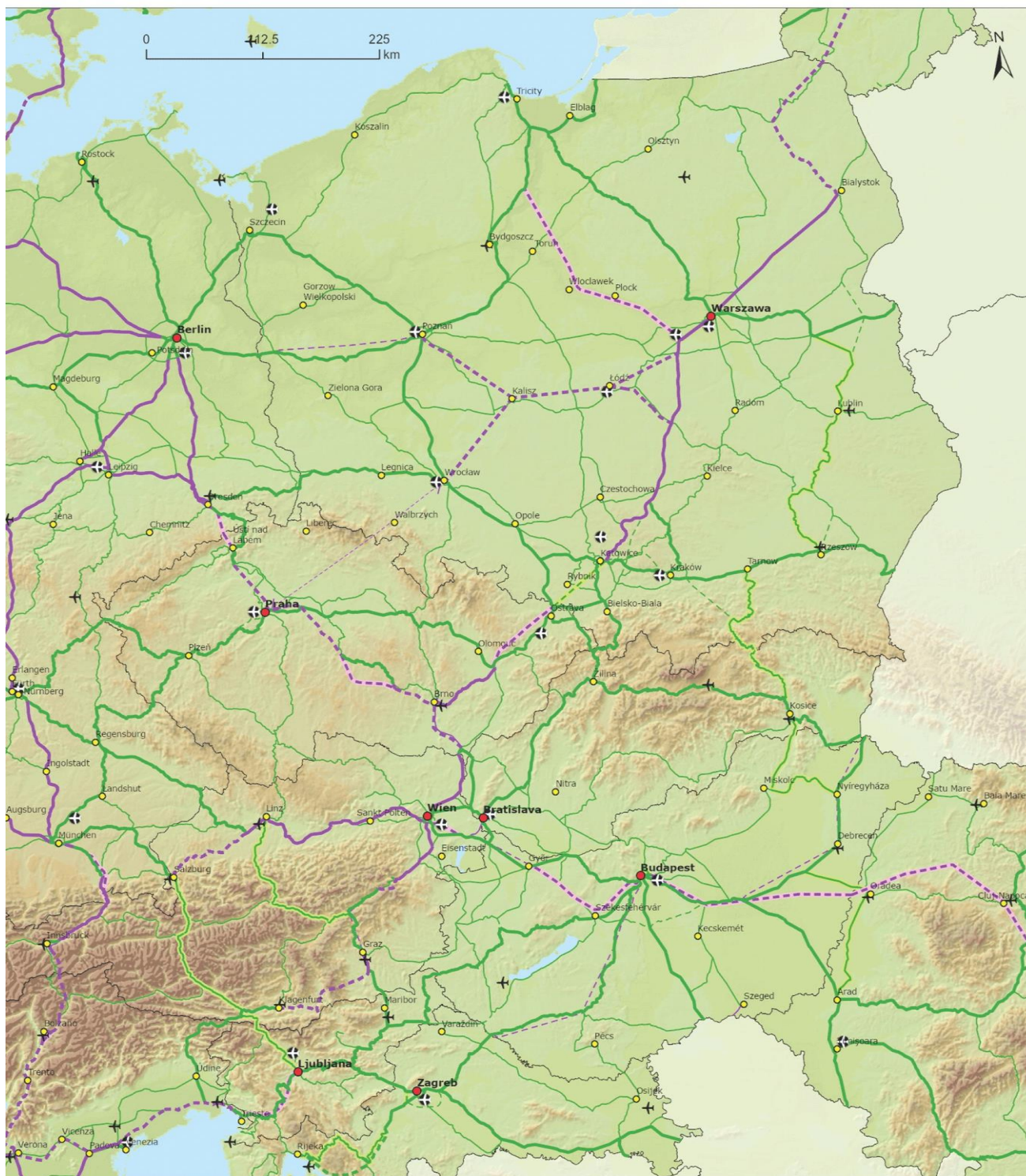


Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes 	



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add a new high-speed line connecting Tricity and the Solidarity Transport Hub to the extended core network.
- We are proposing to make technical correction for passenger and freight between Bydgoszcz and the Tricity.
- We are proposing to add several sections to the extended core network to integrate the Amber Rail Freight Corridor (all lines of rail freight corridors are either core network lines or extended core network lines).
- We are reflecting the Polish authorities' decision to upgrade the conventional line between Warsaw and Białystok-Ełk-the border with Lithuania to a high-speed line ($\geq 200\text{km/h}$).

Road

- We are proposing to remove the section Częstochowa-Siewierz from the TEN-T, as it is parallel to another line.
- We are proposing to add the parts which are part of the new Baltic – Black – Aegean Seas European Transport Corridor in Poland to the extended core network (e.g. the link between Rzeszów and the SK border) when they are not part of the core network already.
- We are proposing to add a new cross-border connection (Kaunas-Alytus-Augustów) with the agreement of PL and LT.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Białystok	X				Comprehensive
Bielsko-Biała	X				
Braniewo					Comprehensive
Bydgoszcz	X	Comprehensive			Comprehensive (Bydgoszcz, Bydgoszcz – Południe)
Chełm					Comprehensive
Częstochowa	X				
Dorohusk / Okopy					Comprehensive
Elbląg	X				
Ełk					Comprehensive
Gorzów Wielkopolski	X				
Kalisz	X				
Katowice / Górnośląska Metropolis	X	Core (Pyrzowice)			Core (Ślawków), Comprehensive (Gliwice / Pyrzowice)
Kielce	X				
Koszalin	X				
Kraków	X	Core			Core
Legnica	X				
Lublin	X	Comprehensive			Comprehensive
Łódź	X	Core			Core
Malaszewicze / Terespol					Comprehensive
Medyka / Zurawica					Comprehensive
Olsztyn	X	Comprehensive (Olsztyn-Mazury)			
Opole	X				
Płock	X				
Police			Comprehensive	Comprehensive	
Poznań	X	Core			Core
Radom	X				
Rybnik	X				

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Rzepin					Comprehensive
Rzeszów	X	Comprehensive			
Szczecin- Świnoujście	X	Core (Szczecin)	Core (Szczecin), Core (Świnoujście)	Core (Szczecin), Core (Świnoujście)	Core (Szczecin), Core (Świnoujście)
Tarnów	X				
Toruń	X				
Tricity	X (including Gdańsk)	Core (Gdańsk)	Core (Gdańsk), Core (Gdynia)		Core (Gdańsk)
Wałbrzych	X				
Warszawa	X	Core, Core (Solidarity Airport)			Core (Warszawa) Core (Baranów - CTH), Comprehensive (Warszawa Południe - Góra Kalwaria)
Włocławek	X				
Wrocław	X	Core			Core
Zduńska Wola					Core
Zielona Góra	X				

Airports

- We are proposing to add the Solidarity Central Hub to the core network.
- We are proposing to add Olsztyn-Mazury and Lublin airports to the comprehensive network.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- We are proposing to add the newly built terminal within the Central Transport Hub Baranów-CTH to the core network.
- We are proposing to add the Zduńska Wola terminal to the core network.
- We are proposing to add Warszawa Południe, Lublin and Chełm terminals to the comprehensive network.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing more than 20 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – PORTUGAL

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

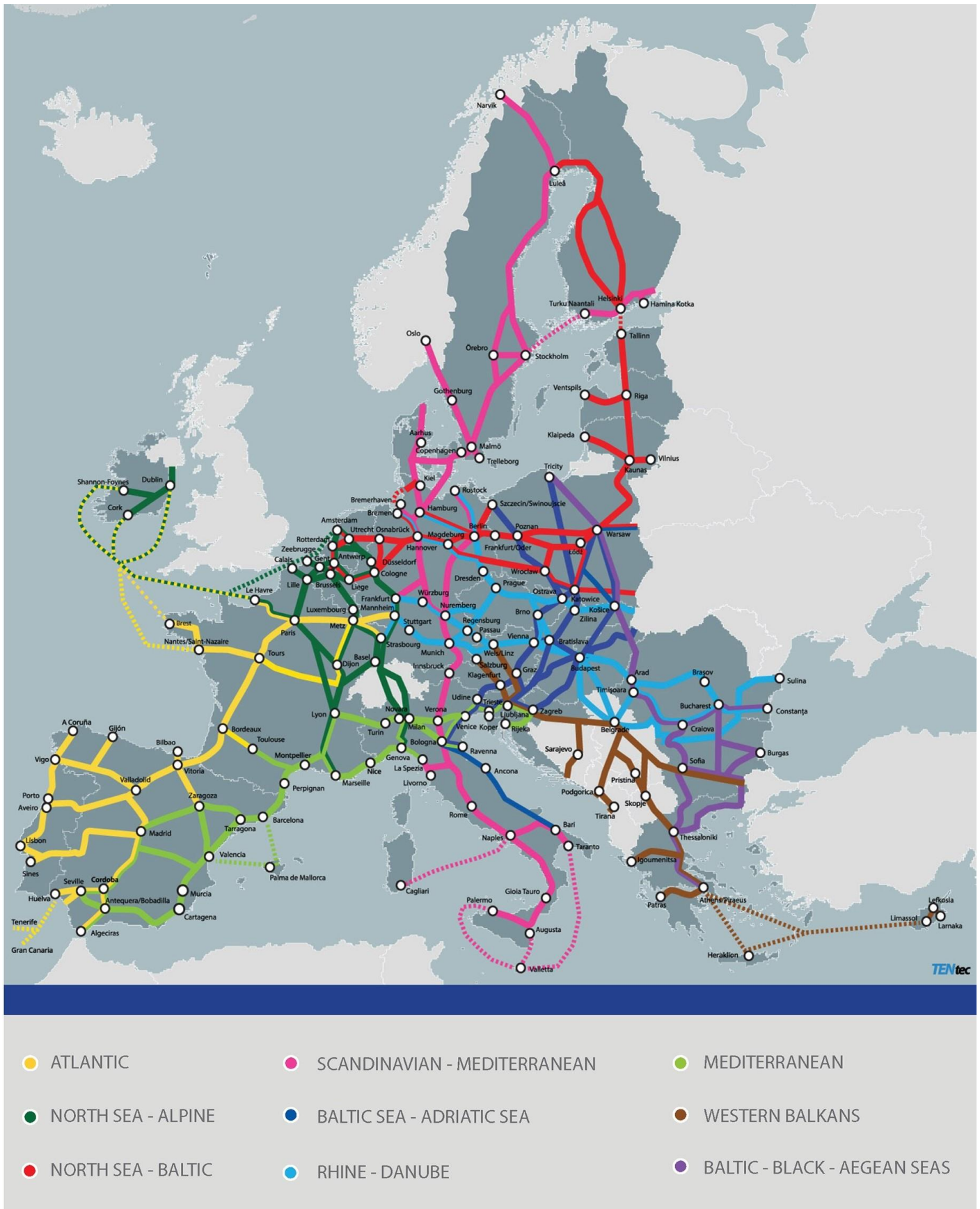
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Portugal is part of the Atlantic European Transport Corridor.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TENtec



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ Airports 	<ul style="list-style-type: none"> ✈ Airports 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Airplane 	<ul style="list-style-type: none"> Anchor RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the planned cross border high speed connection between Porto and Vigo (ES) to the extended core network and the Atlantic corridor.
- We are proposing to shift the new high-speed line between Sines and Ermidas from the core network to the comprehensive network, as it is uncertain that the new high-speed line will be built by the end of 2030. At the same time, we are proposing to upgrade the existing conventional line from the comprehensive network to the core network.
- We are proposing to add the line between Lisboa and Figueira da Foz along the coast to the comprehensive network.

Road

- We are proposing to add two road cross-border connections with Spain to the comprehensive network as requested by Portugal and accepted by Spain: Bragança-Puebla de Sanabria and Alpalhao-Cáceres.

Inland waterways

- We are proposing to add a section of the Tagus to the comprehensive network.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Aveiro			Comprehensive		Comprehensive (Cacia)
Barcelos	X				
Beja		Comprehensive			
Braga	X				Comprehensive (Lousado)
Bragança		Comprehensive			
Canical (Madeira)			Comprehensive		
Coimbra	X				Core (Alfarelos), Core (Pampilhosa)
Corvo (Açores)		Comprehensive	Comprehensive		
Elvas					Comprehensive
Entroncamento					Comprehensive
Évora	X				
Faro-Loulé	X	Comprehensive			Comprehensive (Loulé)
Figueira da Foz			Comprehensive		
Flores (Açores)		Comprehensive	Comprehensive (Lajes das Flores)		
Guimarães	X				
Madeira	X (Funchal)	Comprehensive (Cristiano Ronaldo)	Comprehensive		
Graciosa (Açores)		Comprehensive	Comprehensive		
Guarda					Comprehensive
Horta (Açores)		Comprehensive	Comprehensive		
Lajes (Terceira) (Açores)		Comprehensive	Comprehensive (Praia da Vitória)		
Leiria	X				
Lisboa Metropolitan Area	X	Core (Humberto Delgado)	Core (Lisboa)		Core (Lisboa Norte), Core Alcont, Core (Bobadela North), Core (Bobadela Central), Core (Bobadela South)

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Pico (Açores)		Comprehensive	Comprehensive		
Ponta Delgada (Açores)	X	Comprehensive	Comprehensive		
Poceirão					Core
Portimão			Comprehensive		
Porto Metropolitan Area	X	Core (Sá Carneiro)	Core (Leixoes)	Core	Core (Leixoes, Valongo, Vila Nova de Gaia)
Porto Santo (Madeira)		Comprehensive	Comprehensive		
Santa Maria (Açores)		Comprehensive	Comprehensive		
São Jorge (Açores)		Comprehensive	Comprehensive		
Setúbal			Comprehensive		Comprehensive
Sines			Core		Core (ZILS & ZAL)
Vila Nova de Famalicão	X				
Vila Real		Comprehensive			
Viseu	X				

Airports

- We are proposing to add Beja and Graciosa to the comprehensive network.

Ports

- We are proposing to add Figueira da Foz, Corvo, Pico and Vila do Porto to the comprehensive network, the last three because Madeira and Acores islands are part of the Outermost Regions.

Railroad terminals

- We are proposing to correct the locations of the terminal of Abrantes to Entroncamento and the terminal of Grândola to Sines and to add the following terminals to the comprehensive network: Alcont, Bobadela Central, Bobadela North, Bobadela South, Poceirão and Setúbal in the area of Lisboa, Cacia, Pampilhosa and Alfarelos in the area of Aveiro/Coimbra, Gaia and Valongo in the area of Leixoes and Guarda.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. In Portugal, we have identified 11 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – ROMANIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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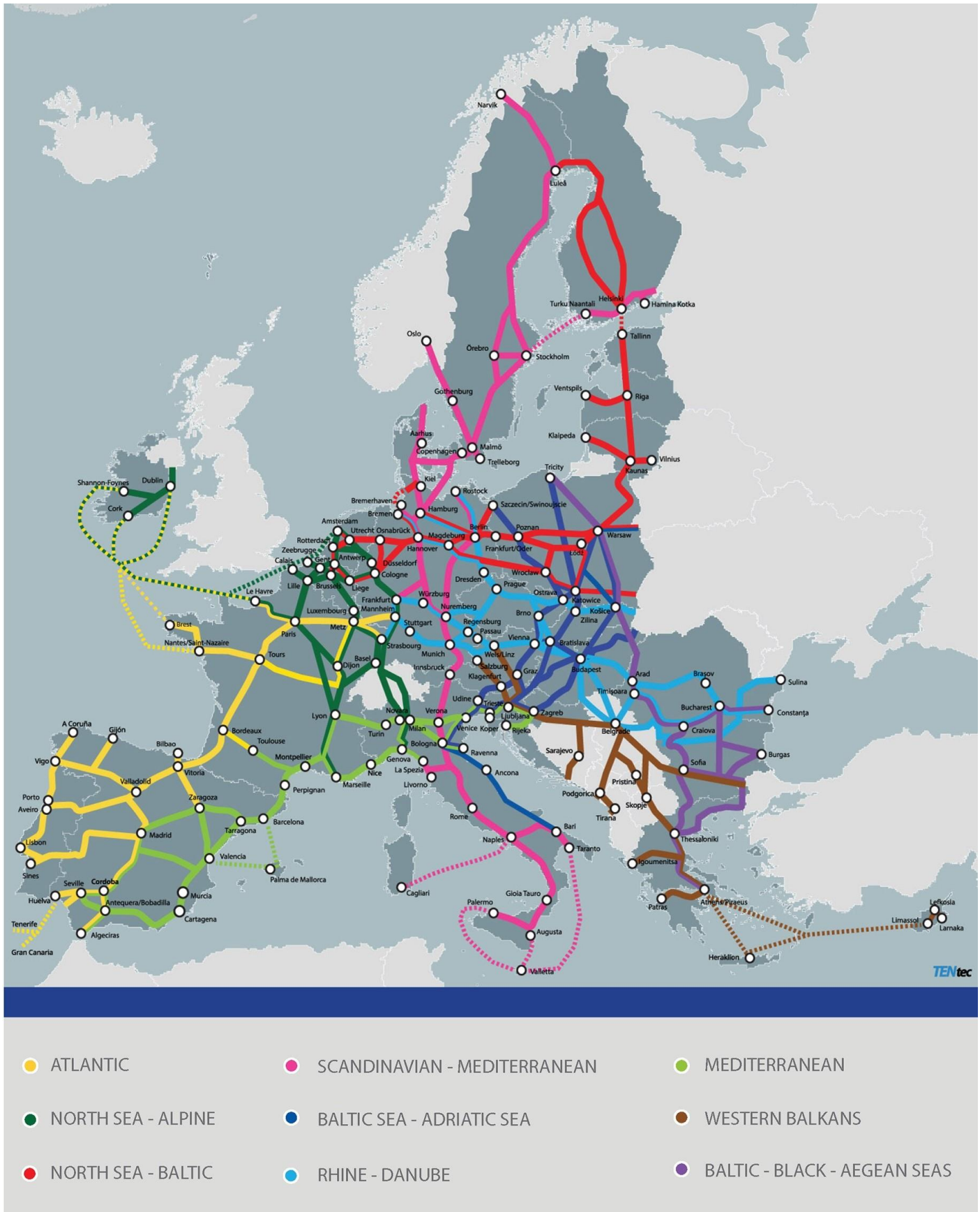
Main outcome/benefits of the TEN-T revision for Romania

- Romania will be part of two corridors :
 - The existing **Rhine-Danube** corridor will be reinforced. It will link Romania (including two ports on the Black Sea: Constanta and Sulina) to the economic centre of Europe in Germany (Frankfurt, Stuttgart). It will also link (which is not the case with the current Rhine-Danube) major ports on the Baltic and North Sea (Rostock, Hamburg, Bremen). This corridor is crossing Bulgaria, Hungary, Slovakia, Serbia, Austria, Czechia.
 - A new North-South corridor is created at the Eastern flank of the EU: the **Baltic-Black-Aegean Seas** corridor, which will connect all Member States along the Eastern border of the EU. It will create a new connection between Poland (Gdynia/Gdansk), Slovakia, Hungary, Romania (including the port of Constanta), Bulgaria and Greece. This new corridor will link the Baltic, the Black Sea and the Aegean Sea.
- The core network (road, rail, inland waterways) in Romania remains very stable. Romania should concentrate the available funding, in particular EU funding, on the completion of the core network (deadline 2030).
- One objective of the TEN-T revision is to better link the Eastern part of the EU to the European high speed network. The new TEN-T network in Romania includes a high speed line that will link Romania (connecting Constanta, Bucurest, Brasov, Sibiu, Cluj-Napoca, Oradea) to the centre of Europe in Vienna (through Budapest).

In Romania the high speed line is included in the extended core network (deadline of completion 2040). To be noted that the stretch between Bucurest and Constanta is in the core network (deadline 2030). This line will include a tunnel of around 22 km south of Brasov, which will increase the efficiency of the whole line and which is part of the core network (deadline 2030).

- Road and rail sections along the Western border of Romania will be upgraded from the comprehensive network (2050) to the extended core network (2040) because they are part of the newly created Baltic-Black-Aegean Seas corridor. This will contribute to accelerate the realisation of the TEN-T network in Romania.

1. The European Transport Corridors



Romania is part of the Rhine – Danube and Baltic – Black – Aegean Seas European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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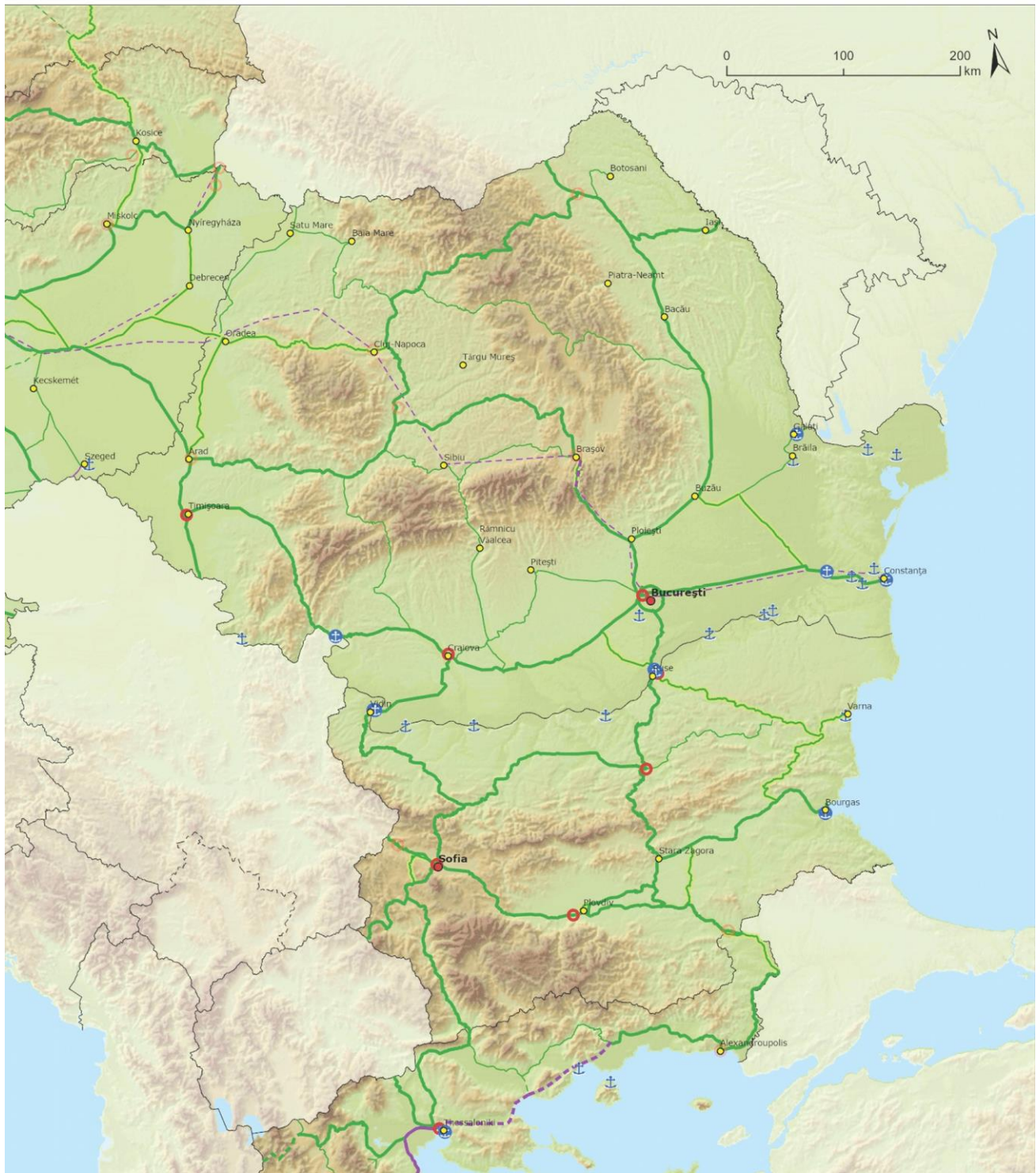
Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TBN



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Port RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to realign the high-speed connection from Bucharest to Budapest through Bucharest, Brasov, Sibiu, Cluj-Napoca, Oradea towards Budapest, and to add it to the extended core network.
- We are proposing to make changes in alignments between Pitesti, Rammicu Vaalcea, Craiova and Caracal, where certain sections have been removed and replaced by others.
- We are proposing to add the connection to Botosani to ensure connectivity of this urban node.

Road

- We are proposing to add the connection from Cluj-Napoca to Baja Mara and Satu Mare with a cross-border connection to Hungary.

Inland waterways

- We are proposing to remove the planned inland waterway connection from Budesti to the east of Bucharest as the project is no longer pursued by Romania.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Arad	X				Comprehensive
Aiud					Comprehensive
Basarabi				Comprehensive	
Bacău	X	Comprehensive			
Baia Mare	X	Comprehensive			
Botoșani	X				
Brăila	X		Comprehensive	Comprehensive	
Brașov	X				Comprehensive
București	X	Core (Henri Coandă)		Comprehensive (1 Decembrie)	Core
Buzău	X				
Calafat				Core	
Călărași				Comprehensive	
Cernavoda				Core	
Cluj-Napoca	X	Comprehensive			Comprehensive
Constanța	X	Comprehensive	Core	Core	
Craiova	X	Comprehensive			Core
Drobeta-Turnu Severin				Core	
Galați	X		Core	Core	
Giurgiu				Core	
Iași	X	Comprehensive			
Mahmudia				Comprehensive	
Medgidia				Comprehensive	
Moldova Veche				Comprehensive	
Oltenija				Comprehensive	
Oradea	X	Comprehensive			
Ovidiu				Comprehensive	
Piatra Neamt	X				
Pitești	X				
Ploiești	X				
Râmnicu Vâlcea	X				

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Satu Mare	X				
Sibiu	X	Comprehensive			
Suceava		Comprehensive			Comprehensive
Tărgu Mureș	X				
Timișoara	X	Core			Core
Tulcea		Comprehensive	Comprehensive	Comprehensive	
Turda					Comprehensive

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to remove the maritime port of Sulina as it doesn't meet the volume criteria.
- We are proposing to remove the inland port of Bucharest the planned inland waterway connection is no longer pursued by Romania.
- We are proposing to remove the inland ports of Glina and Sulina because they don't meet the volume criteria.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 20 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENTec](#)

TEN-T Revision – SWEDEN

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

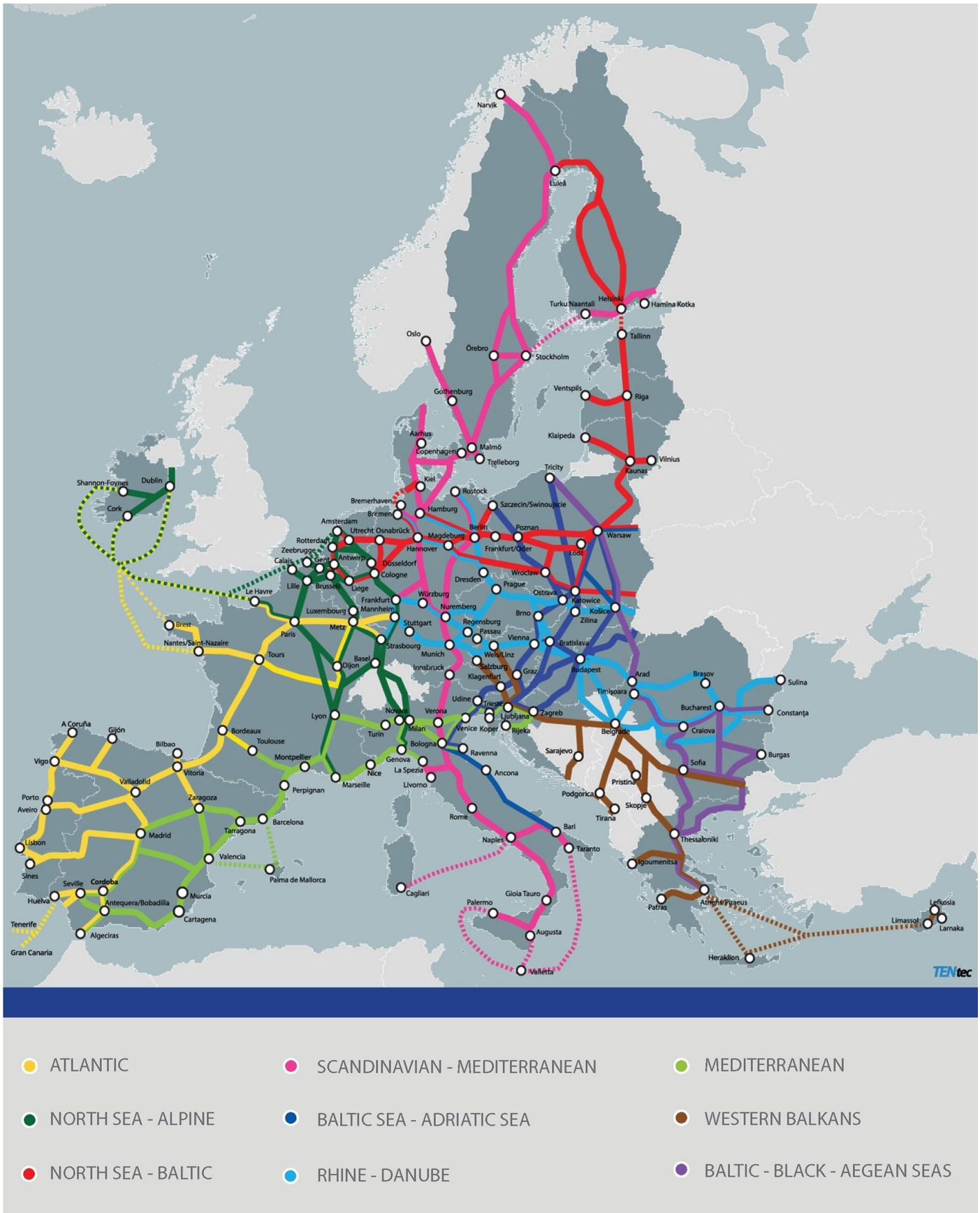
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Sweden is part of the Scandinavian – Mediterranean and North Sea – Baltic European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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Core	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Inland Waterways Inland Waterways / New Construction 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Ports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks:
Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to adapt the alignment of the planned high-speed railway network from Stockholm to Malmö and from Stockholm to Göteborg in line with the latest planning provided by the Swedish authorities. The planned high-speed network in Sweden will be added to the extended core network.
- For the conventional railway network, we are proposing to remove the core network line via Nyköping and to add the railway line via Katrineholm and Norrköping to the core network instead, as it is the main stretch for freight and passenger traffic.

Road

- We are proposing to add a new road link to Nynäshamn upon Sweden's request. Sweden proposed to remove the current stretch and to replace it with an improved road link from Nynäshamn. The new road link is a planned section on the comprehensive network, and it links with the core network.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Älmhult					Comprehensive
Ängelholm		Comprehensive			
Arvidsjaur		Comprehensive			
Borås	X				
Eskilstuna	X				
Gällivare		Comprehensive			
Gävle	X		Comprehensive		Comprehensive
Göteborg	X	Core (Landvetter)	Core	Core	Core
Grisslehamn			Comprehensive		
Hagfors		Comprehensive			
Halmstad	X		Comprehensive		
Helginsborg	X		Comprehensive		
Hemavan		Comprehensive			
Jönköping	X	Comprehensive			Comprehensive
Kalmar		Comprehensive			
Kapellskär (Norrtälje)			Comprehensive		
Karlshamn			Comprehensive		
Karlskrona			Comprehensive		
Kiruna		Comprehensive			
Köping			Comprehensive	Comprehensive	
Linköping	X				
Luleå		Comprehensive	Core		Comprehensive
Lund	X				
Lycksele		Comprehensive			
Malmö	X	Core (Sturup)	Core		Core
Mora		Comprehensive			
Norrköping	X		Comprehensive		
Nyköping		Comprehensive (Stockholm-Skavsta)			
Örebro	X	Comprehensive			Core (Hallsberg)

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Oskarshamn			Comprehensive		
Östersund		Comprehensive			
Oxelösund			Comprehensive		
Pajala		Comprehensive			
Ronneby		Comprehensive			
Rosersberg (Sigtuna)					Comprehensive
Skellefteå		Comprehensive			
Södertälje	X			Comprehensive	
Stenungsund			Comprehensive		
Stockholm	X	Core (Arlanda), comprehensive (Bromma)	Core (Stockholm), comprehensive (Stockholm - Nynäshamn)	Core	Core
Strömstad			Comprehensive		
Sundsvall	X	Comprehensive	Comprehensive		Comprehensive
Sveg		Comprehensive			
Trelleborg			Core		Core
Umeå	X	Comprehensive	Comprehensive		Comprehensive
Uppsala	X				
Varberg			Comprehensive		
Västerås	X		Comprehensive	Comprehensive	
Vilhelmina		Comprehensive			
Visby		Comprehensive	Comprehensive		
Ystad			Comprehensive		

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 15 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – SLOVENIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

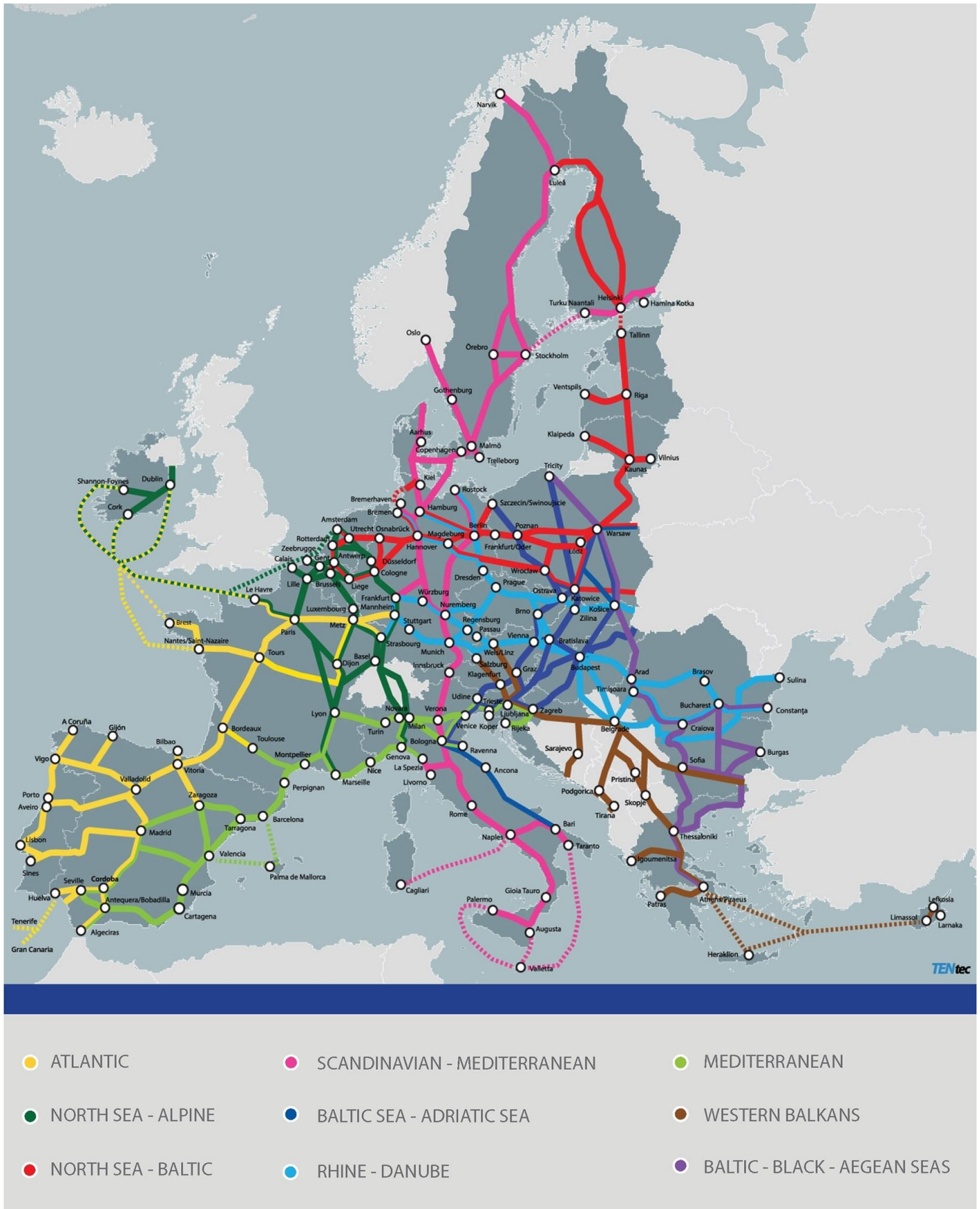
This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

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

1. The European Transport Corridors



Slovenia is part of the Mediterranean, Baltic Sea – Adriatic Sea and Western Balkans European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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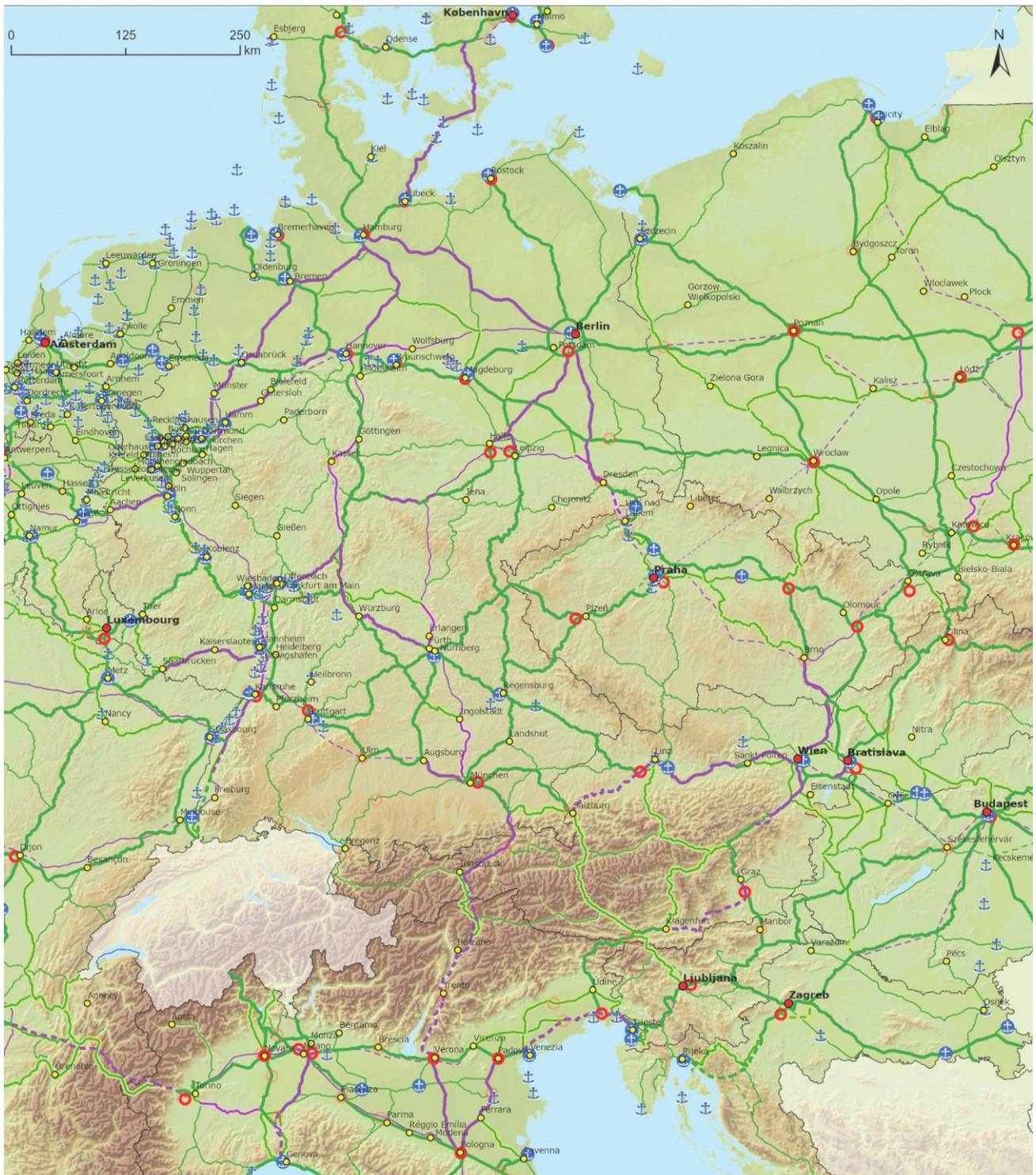
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TEV



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ Airports 	<ul style="list-style-type: none"> ● Capitals ● Urban Nodes 	



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the following new sections: Jesenice-Nova Gorica-IT border, Ljubljana-Trebnje-Novo Mesto, Trebnje-Sevnica and Celje-Velenje to the comprehensive network.

Road

- We are proposing to remove the section connecting Novo Mesto and Metlika (HR border) as there is no continuation on the Croatian side.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Koper			Core		
Ljubljana	X	Core			Core
Maribor	X	Comprehensive			Comprehensive
Portorož		Comprehensive			

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city from a NUTS2 region will become TEN-T urban nodes. We are proposing to add one new urban node: Maribor, in addition to Ljubljana which was already identified in the 2013 methodology.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)

TEN-T Revision – SLOVAKIA

The revision of the TEN-T Regulation

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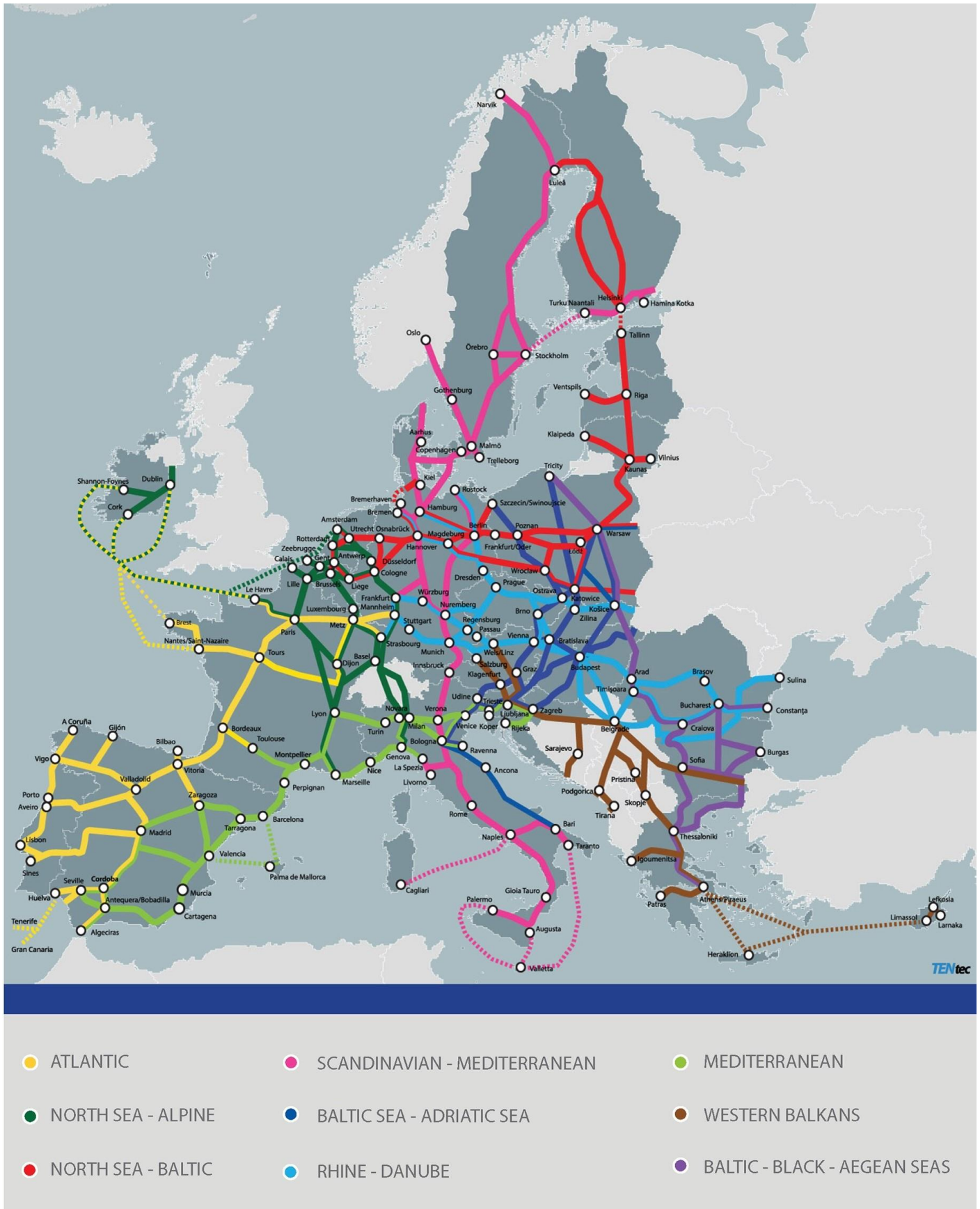
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1. The European Transport Corridors



Slovakia is part of the Baltic – Black – Aegean Seas, Baltic Sea – Adriatic Sea and Rhine – Danube European Transport Corridors.

2. The core, the extended core and the comprehensive networks

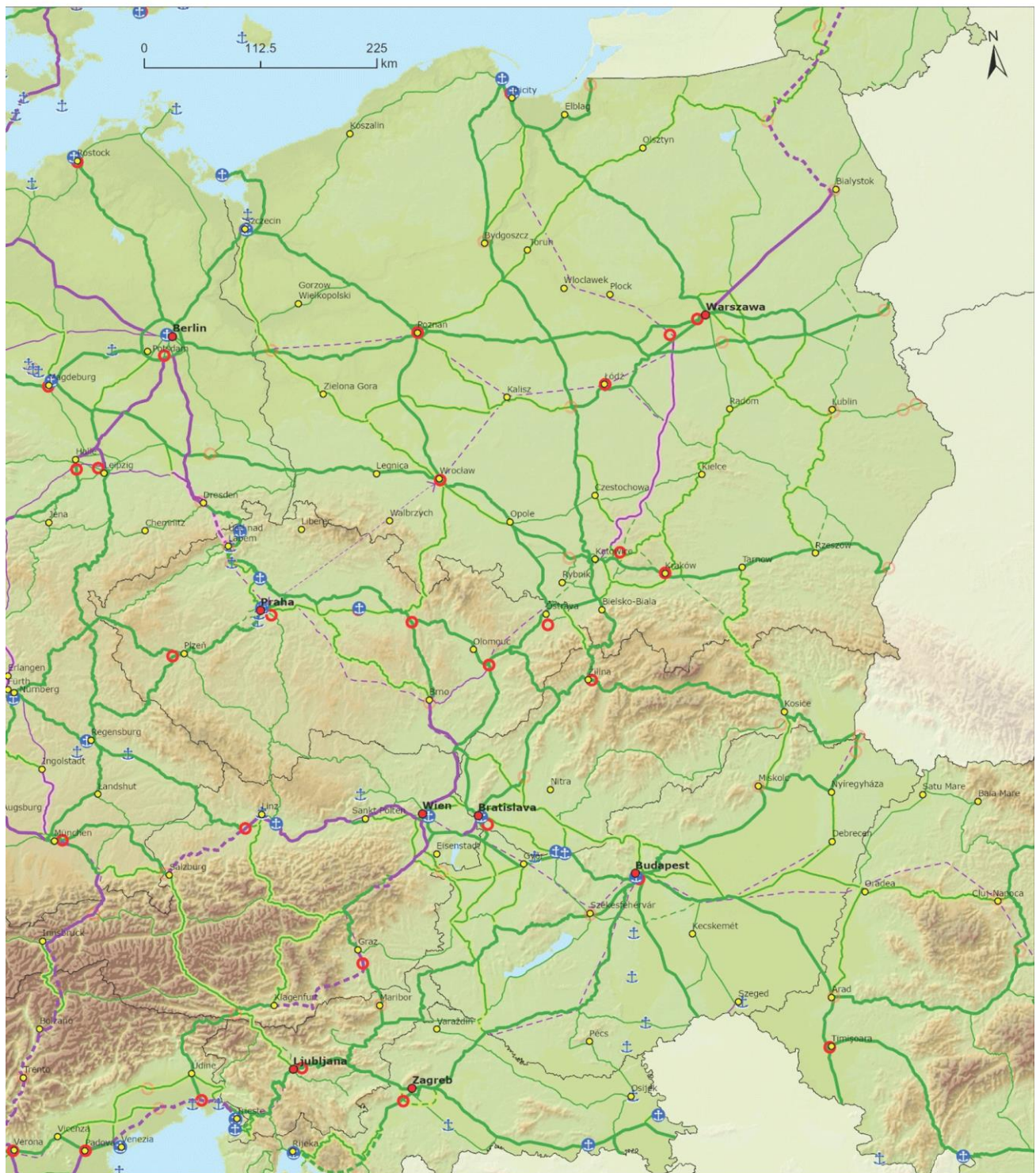


Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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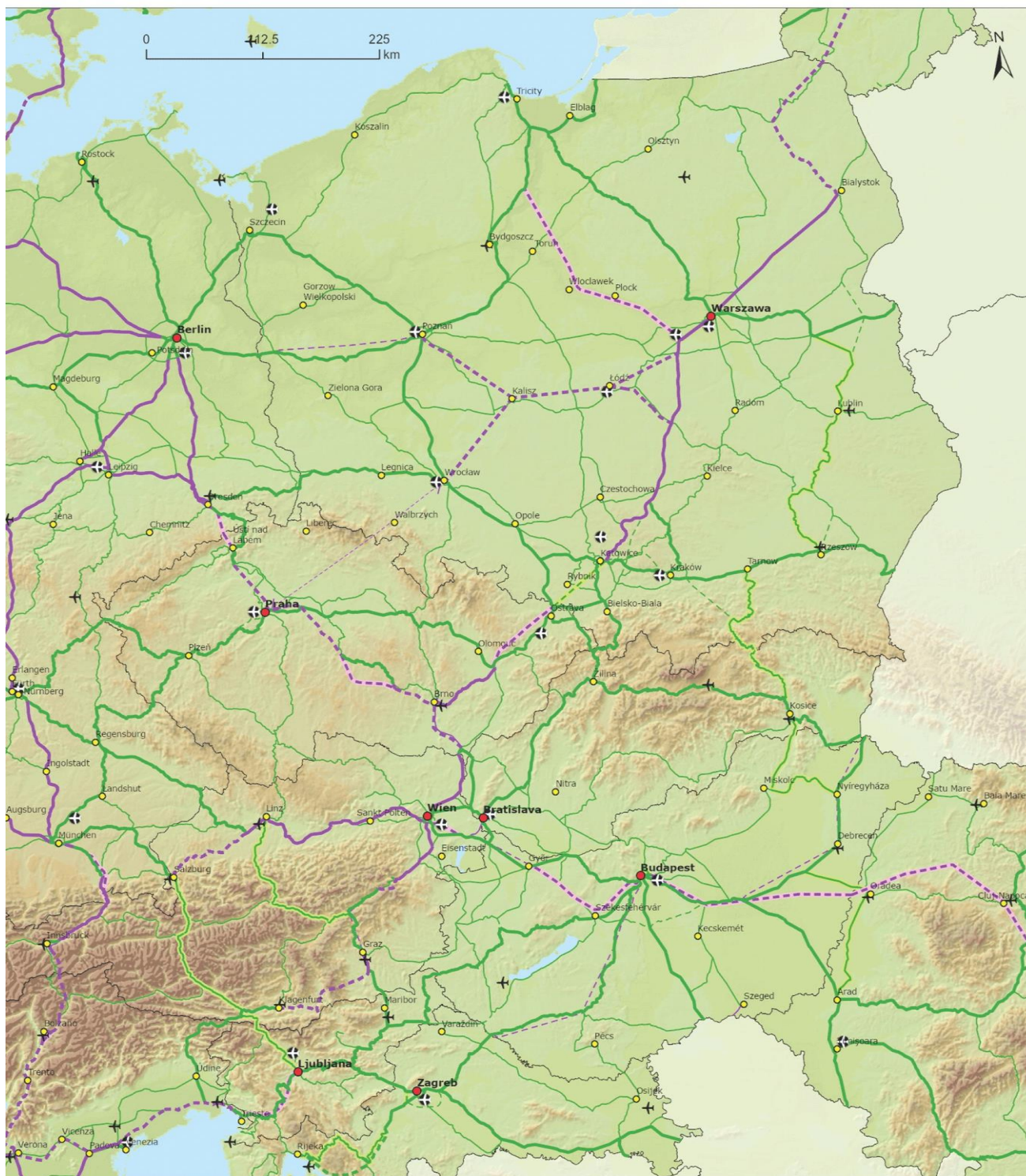


Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

TEN-T



Core, Extended Core & Comprehensive Networks

Roads, ports, rail-road terminals and airports

BE BG CZ DK DE EE IE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE



Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive Core	Urban Nodes
<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Ports RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to add the rail freight section Kúty – Trnava – Sered' (via Jablonica) to the extended core network.
- We are proposing to add the connection from Bratislava to Komarno to the TEN-T, as part of the extended core network.
- We are proposing to realign the section Púchov – Považská Bystrica.

Road

- We are proposing to add the cross-border section Brno (CZ) – Trenčín (SK) to the comprehensive network.

Inland waterways

- No change compared to the 2013 TEN-T regulation.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Bratislava	X	Core		Core	Core
Komárno				Core	
Košice	X	Comprehensive			Comprehensive
Leopoldov-Šulekovo					Comprehensive
Nitra	X				
Poprad Tatry		Comprehensive			
Žilina	X				Core

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- No changes compared to the list in the 2013 TEN-T regulation.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as the NUTS2 capital Nitra are being proposed as TEN-T urban nodes. Newly proposed urban nodes are Košice, Žilina and Nitra, in addition Bratislava already identified by the 2013 methodology.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENtec](#)