

Open Public Consultation accompanying the Impact Assessment for the revision of the TEN-T Regulation

Fields marked with * are mandatory.

Introduction

Regulation (EU) 1315/2013 on Union Guidelines for the development of the trans-European transport network (TEN-T) governs the EU policy on transport infrastructure. In line with the [Action Plan](#) included in the Commission's Communication on the European Green Deal, and the [Sustainable and Smart Mobility Strategy](#), a proposal for a revision of the TEN-T Regulation is planned in 2021. This consultation forms part of the impact assessment that will underpin the legislative proposal for a revised TEN-T Regulation. The objective of this consultation is to ensure that, in addition to the organisations directly involved in the TEN-T policy, other stakeholder groups and the general public are provided with the possibility to express their opinion about the topic.

The impact assessment for the revision of the TEN-T guidelines will be based on a comprehensive evaluation of the TEN-T Regulation that assessed to which extent the current Regulation is suited to address new developments in the field. Newer developments are going on in of transport and other policy fields, which interact with TEN-T developments, notably:

- The transport system is undergoing a fundamental transformation towards reducing emissions of air pollutants and decarbonising in the context of a long-term climate strategy and the European Green Deal targeting at bringing down the sector's CO₂ emissions by 90% by 2050 and reducing the overall environmental footprint of transport activities.
- Global transport flows are changing in volume and direction. In addition, a transition to more sustainable transport and mobility patterns and broader application of user and polluter pays principles will change the balance between transport modes and overall transport volumes.
- Interconnection and interoperability between the modes of transport but also with energy and telecommunication networks, projects of common interest with other third countries as well as the UK's withdrawal from the EU are changing the EU's "internal transport landscape".
- The wider deployment of automation, digitalisation and clean vehicles and vessels is becoming a reality. The impacts of climate change call for a better resilience of the transport network.
- Improving Military Mobility and dual-use (civilian and military) infrastructure across the Union making better use of our transport network, to ensure that military needs are accounted for when planning or updating certain infrastructure projects is also an important element.

This public consultation will support the revision of the current Regulation by gathering the views of stakeholders on possible measures and options for changes to the Regulation. The Commission published on 20th November 2020 an [Inception Impact Assessment](#).

In case of questions and remarks, please contact: MOVE-TEN-T-REVISION@ec.europa.eu

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

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Academic/research institution

- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

* First name

Sabrine

* Surname

SKIKER

* Email (this won't be published)

s.skiker@hydrogeneurope.eu

* Organisation name

255 character(s) maximum

Hydrogen Europe

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

*Country of origin

Please add your country of origin, or that of your organisation.

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| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
| <input type="radio"/> Andorra | <input type="radio"/> El Salvador | <input type="radio"/> Madagascar | <input type="radio"/> São Tomé and Príncipe |
| <input type="radio"/> Angola | <input type="radio"/> Equatorial Guinea | <input type="radio"/> Malawi | <input type="radio"/> Saudi Arabia |
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| <input type="radio"/> Argentina | <input type="radio"/> Ethiopia | <input type="radio"/> Malta | <input type="radio"/> Sierra Leone |
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| <input type="radio"/> Azerbaijan | <input type="radio"/> France | <input type="radio"/> Mayotte | <input type="radio"/> Solomon Islands |
| <input type="radio"/> Bahamas | <input type="radio"/> French Guiana | <input type="radio"/> Mexico | <input type="radio"/> Somalia |
| <input type="radio"/> Bahrain | <input type="radio"/> French Polynesia | <input type="radio"/> Micronesia | <input type="radio"/> South Africa |
| <input type="radio"/> Bangladesh | <input type="radio"/> French Southern and Antarctic Lands | <input type="radio"/> Moldova | <input type="radio"/> South Georgia and the South Sandwich Islands |

- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan

- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria

- Burkina Faso
- Burundi

- Cambodia

- Cameroon

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- Cape Verde
- Cayman Islands
- Gabon
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- Germany
- Ghana
- Gibraltar
- Greece
- Greenland

- Grenada
- Guadeloupe

- Guam

- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau

- Guyana

- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong

- Hungary

- Iceland

- India
- Indonesia
- Iran
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru

- Nepal

- Netherlands
- New Caledonia
- New Zealand
- Nicaragua

- Niger

- Nigeria
- Niue

- Norfolk Island
- Northern Mariana Islands
- North Korea

- North Macedonia
- Norway
- Oman
- Pakistan
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland

- Syria

- Taiwan
- Tajikistan
- Tanzania
- Thailand

- The Gambia

- Timor-Leste
- Togo

- Tokelau
- Tonga

- Trinidad and Tobago
- Tunisia

- Turkey
- Turkmenistan
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- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena Ascension and Tristan da Cunha
- Saint Kitts and Nevis
- Saint Lucia
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
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- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of transparency, the type of respondent (for example, ‘business association’, ‘consumer association’, ‘EU citizen’) country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published.** Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

*** Contribution publication privacy settings**

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only organisation details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published as received. Your name will not be published. Please do not include any personal data in the contribution itself if you want to remain anonymous.

Public

Organisation details and respondent details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published. Your name will also be published.

I agree with the [personal data protection provisions](#)

A. General questions on Regulation (EU) 1315/2013

1. TEN-T policy guides European infrastructure policy since more than two decades. In light of the developments and challenges outlined above could you please give us your opinion on what should be the main focus of transport infrastructure policy at EU level?

(Please rank the following focus areas with “10” being of highest importance)

	1	2	3	4	5	6	7	8	9	10
* Enabling the decarbonisation of transport i.e. the contribution to a 90% reduction in transport emissions by 2050 in order to achieve climate neutrality overall (e.g. by a shift	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

towards more sustainable modes of transport and / or to cleaner alternative fuels)											
* Establishing physical cross border infrastructures (railways, roads, inland waterways etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
* Removing physical and other bottlenecks in the network as a whole	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
* Facilitating the coherent and continuous EU wide deployment of innovative transport solutions (intelligent transport systems etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
* Ensuring connectivity and accessibility of all regions of the European Union	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
* Facilitating multimodal transport chains (connecting ports, airports, rail-road terminals etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
* Ensuring EU wide quality infrastructure standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
* Improving dual-use (civilian and military) infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
* Ensuring the reduction of environmental costs related to transport, such as biodiversity loss, air pollution or noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
Other, please specify below	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	

1.a Please specify:

With 25% of the EU's GHG emissions attributable to transport, the requirement to reduce them by 90% by 2050, and a growing level of GHG emissions from the transport sector, the adoption of hydrogen-powered vehicles in various transport applications is crucial. The revised guidelines should integrate requirements for hydrogen across all transport modes.

B. Measures enabling the decarbonisation and the reduction of air pollutant emissions in the transport system (e.g. through seamless infrastructure connections, service continuity and performance)

In the context of the European Green Deal, several pieces of legislation are being reviewed to ensure they will help deliver on the increased climate action ambition and the near zero pollution ambition of the EU.

This revision of the TEN-T Regulation will be built on the Strategy on sustainable and smart mobility putting transport firmly on the path of bringing down the sector's CO2 emissions by 90% by 2050 and reducing the overall environmental footprint of transport activities.

The TEN-T network consists of the comprehensive and core network layers which result from a single European planning methodology. It covers rail, road and inland waterway links as well as ports, airports and other multi-modal terminals. Furthermore, it has a strong link with urban transport where most of the traffic on the TEN-T has its origin or destination.

For all infrastructure of the TEN-T comprehensive network, Regulation (EU) 1315/2013 defines a wide range of quality requirements – valid for existing and newly built infrastructure. Such requirements reach from interoperability or safety standards pursuant to the corresponding legislation in rail or road transport to equipment or connectivity requirements for terminals or to intelligent infrastructure components to enable 'telematics' solutions and enhance the efficiency of cross-border transport services.

The TEN-T core network (as a part of the comprehensive network) is of highest importance for major international transport flows and for a balanced interconnection of all EU regions. It interconnects the major cities and transport nodes as economic centres and key transshipment hubs, and it features higher quality and capacity standards than the comprehensive network.

2. The evaluation of the TEN-T Regulation has confirmed that the design structure of the TEN-T network should be maintained in accordance with the existing network planning methodology. However, it also calls for the possibility to introduce minor adjustments to the network.

In this regard, please rate your level of agreement with the following statements:

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
* Network design needs to be adjusted to take account of changing transport flows within the EU and with neighbouring/3rd countries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Network design needs to be adjusted to further strengthen accessibility for all regions and cross border mobility	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

2.a If you fully or somewhat agree! What type of adjustment would you deem most necessary?

500 character(s) maximum

Adjust to consider areas with growing traffic volumes.

Enable alternative fuels infrastructure across the EU including in remote areas and cross-borders. Clean hydrogen technologies should be included specifically under the comprehensive network (Art. 33).

Enhance the role of rail as the backbone of sustainable multimodal transport, further strengthen rail accessibility in the EU especially hydrogen-powered trains and its refuelling networks.

3. The evaluation of the TEN-T Regulation has shown that the existing infrastructure requirements remain relevant and have strengthened the role of the TEN-T as enabler of an integrated, efficient and sustainable transport system. However, it also revealed shortcomings in view of the objective to decarbonise the transport sector. This is specifically the case in relation to the provisions on urban nodes, certain quality requirements for rail, road and inland waterways, the maritime dimension of TEN-T as well as to the optimised integration of all modes.

In this regard, please rate your level of agreement with the following statements:

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
* The TEN-T needs further enhancement to enable future decarbonisation and further reductions of air pollutant emissions of EU transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Synergies between energy (including TEN-E) and transport infrastructure (TEN-T) policies need to be strengthened to enable future decarbonisation and further reductions of air pollutant emissions of transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Binding requirements for recharging and refuelling infrastructure for zero and low emission vehicles and vessels for all transport modes should be introduced in TEN-T policy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* The TEN-T should promote a high performance rail passenger network to improve service quality on the network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* The coordination between TEN-T core network corridors and Rail Freight Corridors should be further enhanced to increase service performance on the network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* New requirements for road safety (i.e. safe and secure parking) should be introduced in the TEN-T	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
*						

<p>The revised TEN-T Regulation should incorporate further requirements to strengthen inland waterway transport in view of its contribution to shifting freight transport to more sustainable modes</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>* The revised TEN-T Regulation should incorporate further requirements to strengthen short sea shipping in view of its contribution to shifting freight transport to more sustainable modes</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<p>* The provisions for urban and transport nodes should be strengthened to achieve better multi-modal services for passengers and freight and to facilitate last mile connections including where appropriate connections with active modes such as cycling, walking and other sustainable urban mobility solutions</p>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

3.a Please mention any specific adjustment that you might deem necessary in any of the areas above

500 character(s) maximum

Decarbonisation should be a guiding principle in TEN-T Revision. Cross-references to TEN-T/TEN-E synergies should be strengthened (see Scan-Med example). Repurposing of existing natural gas pipeline or new infrastructure will decrease TCO for hydrogen refuelling stations. AFID Binding requirements for hydrogen should be mirrored in the TEN-T Regulation and not be limited exclusively to the core network. An additional criterion based on hydrogen hubs/hydrogen corridors/valley should be defined.

4. In your view should certain infrastructure requirements/conditions set for the core network be equally applicable to the comprehensive network?

	Yes	No	No opinion
* Requirements for alternative fuels	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Requirements on road safety and quality	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Requirements for intelligent and digital TEN-T components	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Requirements for railway infrastructure interoperability incl. ERTMS	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Requirements for transport and urban nodes	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other requirements (please specify)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

4.a Please specify other requirements

500 character(s) maximum

The Revised TEN-T Framework should enable the funding of Hydrogen infrastructure for rail as it can be a competitive alternative on lines which are not electrified (Art. 12).

4.b If Yes, what type of requirements/conditions would you deem most necessary to be extended from the core to the comprehensive network?

500 character(s) maximum

Align with the Green Deal objectives: mentions to benefits of using "low and zero carbon energy sources" do not appear systematically in the articles defining transport infrastructure requirements in the comprehensive network (Art. 15, 18, 22 and 28). Specific mention of alternative clean fuels infrastructure should be added to be consistent with the requirements set on the core network (Art. 39) and to be consistent with the objectives of 90% transport emissions reduction by 2050.

5. The implementation of the TEN-T core network is facilitated through a number of implementation instruments such as the core network corridors, the European Coordinators, their work plans and corridor fora involving a large number of stakeholders. Furthermore, the Commission, with Member States' approval, has the possibility to draw up Implementing Acts for the cross-border and horizontal dimensions (ERTMS, MoS) of the core network corridors. The evaluation of the TEN-T Regulation found that the TEN-T core network is overall progressing well; it also identified a number of risks with a view to the timely completion of the network and called for the strengthening of EU instruments in this respect.

In your view should the current instruments in the Regulation aimed at facilitating and accelerating the completion of core network projects be reinforced?

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
* The role of the European Coordinators should be strengthened (i.e. more binding nature of work plans, enlarged mandate to cover fields such as alternative fuels and digitalisation etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Increased use of implementing acts (for implementing corridors, sections, projects)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Improved alignment of EU and national planning and implementation procedures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Improved reporting mechanisms of TEN-T implementation status	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

5.a Please mention any specific adjustment that you might deem necessary in any of the areas above or any other adjustment you deem necessary to strengthen TEN-T implementation instruments

500 character(s) maximum

The TEN-T core and comprehensive network provisions should be based on strong sustainability criteria aimed at reducing emissions, furthering the growth and penetration of renewable energy into the system and the decarbonisation of fossil fuel dependent transport modes. In order to achieve this, it will be essential to incorporate a sustainability dimension in TEN-T based on GHG emissions reduction potential.

6. In your opinion, should the implementation of the TEN-T network (in particular, through transport infrastructure projects) give consideration and/or contribution to the following plans (please rank the three most important plans for you):

	1st	2nd	3rd
National Energy and Climate Plans	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
National Air Pollution Control Programmes / Air Quality Plans	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Noise plans	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
River Basin Management Plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other plans, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

C. Measures related to infrastructure quality and resilience

Climate change and with it the increasing occurrence of extreme weather events puts new challenges to transport infrastructure and make it necessary to adapt it to these new circumstances. Furthermore, recent accidents such as the collapse of the bridge in Genoa have put the structural quality of our infrastructures in question and call for a new approach with regard to inspections and maintenance. Crises such as the Covid-19 pandemic have in addition shown the importance of seamless transport chains to ensure civil protection and open supply routes during such events. Lastly, to ensure open access to infrastructure facilities and services considerations should be made on foreign ownership.

7. In your view should the TEN-T network infrastructure be made more resilient by introducing certain new quality parameters/ requirements related to:

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
* Climate adaptation (inland waterways, coastal road and rail infrastructures etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Structural infrastructure quality (e.g. bridges and tunnels)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Civil protection (e.g. crises preparedness, accidents or other natural and man-made disasters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Security or public order (e.g. military mobility, investment screening, foreign ownership e.g. of ports and terminals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

7.a In your view, are there other measures concerning infrastructure quality and resilience that could be considered?

500 character(s) maximum

D. Measures related to innovation, digitalisation and automation

Digitalisation of the transport sector will be a major building block in the efforts to decarbonise the transport sector. It will not only allow for a more efficient use of the existing infrastructure but also help to improve user services in freight and passenger transport (i.e. last mile connections, integration of modes etc.). Digitalisation is furthermore key in the automation of the different transport modes. In this area, the distinction between classical infrastructure (rail, road, waterways etc.), mobile assets (vehicles) and data (needed to use the infrastructure or generated by using it becomes more and more blurred. Last but not least TEN-T in the past has been an enabler and test bed for the uptake of innovations in the transport sector that later on have become mature technologies deployed on a large scale (e.g. ERTMS). With many new innovations on the horizon (drones, vacuum tube trains etc.) this role of TEN-T will need to be ensured for the future.

8. The evaluation of the TEN-T Regulation has found that the way digitalisation is currently defined and underpinned by specific targets in the Regulation is not sufficient anymore to contribute to the objective of decarbonising the transport sector and to enable automation. It has furthermore found that more attention needs to be given to a proper balance between fixed / long-term infrastructure requirements and fast progressing developments building strongly on industrial innovation.

In this regard, please rate your level of agreement with the following statements:

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
* The requirements for intelligent and digital TEN-T components set in the TEN-T Regulation should be adjusted (e.g. by integrating relevant EU-wide provisions and plans adopted since 2013, for example in fields such as the European Rail Traffic Management System -ERTMS or in Intelligent Transport Systems - ITS in the road sector).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* The TEN-T Regulation should better define the digital components (hardware /infrastructure, vehicles/mobile assets/data) of the different modes of transport as to strengthen its role as an enabler of innovative, sustainable and efficient user services.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* TEN-T infrastructure (roads, rails, inland waterways etc.) needs to be further enhanced (through additional hardware e.g. sensors, or software e.g. security systems, network capacity etc.) to enable future automation of transport.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* The revision of the TEN-T Regulation should ensure a forward-looking framework with flexibility to integrate upcoming innovations (drones, vacuum tube trains etc.) in the transport sector.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

E. Possible focus of policy options

9. In the framework of the Impact Assessment, the Commission will test a number of policy options for a revised TEN-T Regulation. They will include all / some of the measures enquired about in the questions above. The policy options and measures contained therein will be assessed against a baseline scenario in which the current Regulation remains in force unchanged. In the following we present three focus areas for possible policy options. Please rank them from the, in your opinion, most to the least suitable in order to achieve the objectives set out above.

Focus Area 1: Major emphasis on a “traditional” infrastructure development concept, with necessary network design adjustments and the updating of essential infrastructure quality requirements in line with the current TEN-T policy approach. This should include the integration of binding requirements for recharging and refuelling infrastructure for low and zero emission vehicles and vessels, based on Directive 2014/94/EU on Alternative Fuel Infrastructure and its ongoing revision as well as other relevant initiatives. This is expected to be a high cost approach, with an important contribution to transport decarbonisation thanks to the enabling of large-scale deployment of clean vehicles and vessels.

Focus Area 2: Strengthening the concept of infrastructure quality, for the double objective of a) enabling more efficient and sustainable transport services and modal distribution in line with new ambitions of transport policy overall b) ensuring a more resilient TEN-T, in the light of climate change, safety, security, military mobility and civil protection challenges. Besides the effects of alternative fuel infrastructure, this approach is expected to make significant additional contributions to decarbonisation, thanks to substantial efficiency gains in the transport system overall. Furthermore, it is expected to increase gains in fields such as security or disaster preparedness.

Focus Area 3: Boosting digitalisation and innovation in TEN-T policy. Compared to the previous areas of focus, this one approaches “decarbonisation” from a different angle, namely by giving highest priority to digital and other innovative solutions. Focussing in particular on smart and soft solutions, it is expected to be a cost-efficient approach, with a strong potential for efficiency enhancements of the transport system as the main path towards its decarbonisation. Not least, it entails immense opportunities for the generation of new jobs and for a strong link between Research & Innovation and TEN-T policy.

Focus Area 4: a combination of different elements from the Areas above.

Please explain below

Focus Area 5: none of the above

Please explain below

Please rank them from the, in your opinion, most to the least suitable in order to achieve the objectives set out above.

	1st	2nd	3rd	4th	5th
Focus area 1	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus area 2	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus area 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Focus area 4	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus area 5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Focus area 4, please specify:

500 character(s) maximum

To achieve the decarbonisation challenge, we will need to make sure that sustainability comes first while guaranteeing safety and resilience of our environment. Digitalisation is another important pillar and driver for sustainability: smart logistics and artificial intelligence will allow smart and efficient planning of traffic flows. Through a mixed approach, we will be able to make European infrastructure not only safe and sustainable but also innovative and future-proof.

Focus area 5, please specify:

500 character(s) maximum

Further information

10. If you wish to add further information or comments - within the scope of this questionnaire - please feel free to do so here.

3000 character(s) maximum

11. Please feel free to upload a concise document, such as additional evidence supporting your responses or a position paper. The maximum file size is 1MB. Please note that the uploaded document will be published alongside your response to the questionnaire which is the essential input to this public consultation. The document serves as additional background reading to better understand your position.

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

161037e4-eaf6-44b2-81b0-c2d0c0253f31/2021.TEN_T_TEN_E_synergies_ex_Scan_Med.pdf

Useful links

[Regulation \(EU\) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network \(https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32013R1315\)](https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32013R1315)

[Roadmap on the evaluation of Regulation 1315/2013 \(https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/1908-Trans-European-transport-network-Guidelines\)](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/1908-Trans-European-transport-network-Guidelines)

[Inception Impact Assessment on the revision of Regulation \(EU\) 1315/2013 \(https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12532-Revision-of-Regulation-on-Union-guidelines-for-the-development-of-the-trans-European-transport-network-TEN-T-\)](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12532-Revision-of-Regulation-on-Union-guidelines-for-the-development-of-the-trans-European-transport-network-TEN-T-)

[Trans-European transport network planning methodology \(https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/brochures_images/web_methodology.pdf\)](https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/brochures_images/web_methodology.pdf)

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