



# TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)

## Opportunities

- ▶ TEN-T offers a great opportunity to develop multimodal policies on European level, especially through the concept of Urban Nodes;
- ▶ An integrated and fully-operating TEN-T network can significantly contribute to the modal shift.

## Challenges

- ▶ Lack of funding can delay the TEN-T goals, a core network by 2030 and a comprehensive network by 2050;
- ▶ Alignment and coordination of different stakeholders

## Objective

The [Trans-European Transport Network \(TEN-T\)](#) is a set of rail, road, air and water transport networks in the European Union. They provide integrated and intermodal long-distance high-speed routes across the continent by taking away border obstacles and removing gaps in the network. This 'flagship' project of the EU Transport Policy is the cornerstone of Single European Transport Area. The TEN-T network for rail (amongst the other modes) is regulated by [Regulation \(EU\) 1315/2013](#) on Union guidelines for the development of the trans-European transport network. TEN-T is divided into two layers:

- › A core network of routes which should be finished by 2030 and,
- › A comprehensive network which should be implemented by 2050.

## Involvement of Infrastructure Managers

Infrastructure Managers (IMs) are managing the rail networks that are part of the TEN-T. In some countries, rail infrastructure even forms the basis of TEN-T corridors. Considering the key role of the IMs for the completion of the TEN-T network, they will need continuous support from public authorities and financial support to reach the objectives.

## EIM in action

- › EIM supports the transport policies implementing the TEN-T legislation (including the "Smart TEN-T" proposal), and advocates sufficient funding and support on European and national level to achieve the TEN-T goals.

## Regulation (EU) 1315/2013 GUIDELINES ON THE DEVELOPMENT OF TEN-T

