

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

-

- 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

* Surname

* Email (this won't be published)

* Organisation name

255 character(s) maximum

* 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.

- Afghanistan
- Åland Islands
- Albania
- Algeria
- American Samoa
- Andorra
- Angola
- Anguilla
- Antarctica
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Djibouti
- Dominica
- Dominican Republic
- Ecuador
- Egypt
- El Salvador
- Equatorial Guinea
- Eritrea
- Estonia
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Libya
- Liechtenstein
- Lithuania
- Luxembourg
- Macau
- Madagascar
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Saint Martin
- Saint Pierre and Miquelon
- Saint Vincent and the Grenadines
- Samoa
- San Marino
- São Tomé and Príncipe
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea

- 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

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

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 towards more sustainable modes of	<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"/>

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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Facilitating multimodal transport chains (connecting ports, airports, rail-road terminals etc.)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Improving dual-use (civilian and military) infrastructure	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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:

Habilitar a la ciudadanía las diferentes opciones de movilidad activa. La movilidad activa no solo es sostenible, rentable y eficiente en el uso del espacio, sino que también es un requisito previo para gozar de buena salud, integrando las recomendaciones de actividad física de la OMS en nuestra movilidad. Debe considerarse un derecho humano básico. Sin embargo, incluso en los estados miembro de la UE, muchas personas no ejercen este derecho, simplemente porque temen por su vida en las carreteras. La infraestructura, o la falta de ella, es un factor crítico para abordar este problema. Así como la necesidad de una capacidad inversora equitativa a la de otros transportes y constante para su desarrollo, interconexión y mantenimiento.

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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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

Incluir EuroVelo en la TEN-T. Los costos serían bajos en comparación con otras redes, pero el ajuste señalaría un compromiso político con la descarbonización del transporte. Las rutas ciclistas TEN-T servirían de punto de referencia y columna vertebral de la red en los estados miembro y las regiones sin tradición ciclista. Tendría en cuenta el auge de la bicicleta que surgió durante la pandemia provocada por COVID-19 y serviría de impulso para fortalecer la accesibilidad para todas las regiones.

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 checked="" type="radio"/>	<input 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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
*						

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	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* 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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* 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	<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

Las regulaciones del TEN-T revisadas deben garantizar que:

- La infraestructura TEN-T no sea una barrera para la movilidad activa;
- Los proyectos TEN-T se aprovechen como una oportunidad para mejorar las condiciones de movilidad activa en la zona afectada, incorporando las vías/puentes/túneles necesarios para ciclistas/peatones.
- Los elementos de la infraestructura de movilidad activa incorporados en los proyectos TEN-T cumplen con los requisitos de calidad RISM2.

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 type="radio"/>	<input type="radio"/>	<input checked="" 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 type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Requirements for transport and urban nodes	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Other requirements (please specify)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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

La implementación de estas acciones deben proporcionar una guía sobre cómo tener en cuenta las necesidades de movilidad activa, basándose en los anexos de la directiva RISM2, pero ampliando las disposiciones a otros modos de transporte. Los informes deben incluir información sobre cómo se abordan estas necesidades (p.e., densidad de cruces, rutas alternativas). Las AADD europeas deberían proporcionar una guía para aprovechar las sinergias con EuroVelo en corredores o tramos específicos.

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 type="radio"/>	<input checked="" type="radio"/>
Noise plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
River Basin Management Plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other plans, please specify	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

6.a Please specify

500 character(s) maximum

El Plan Maestro Paneuropeo para la Promoción del Uso de la Bicicleta (que se adoptará formalmente en la Quinta Reunión de Alto Nivel del PEP - Programa Paneuropeo- en mayo de 2021): https://thepep.unece.org/sites/default/files/2021-02/Draft%20Master%20plan%20version%2015%20Feb%202021_clean%20for%20the%20web.pdf

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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Structural infrastructure quality (e.g. bridges and tunnels)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input 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

Proporcionar rutas en bicicleta (integradas o como rutas alternativas), como modo de transporte eficiente, seguro y muy resiliente (por ejemplo, que no dependa de fuentes de energía). En muchos casos existe una sinergia entre las rutas ciclistas y las de servicio (asegurando la calidad de la infraestructura estructural). Dado que la bicicleta es un vehículo de cero emisiones, proporcionar buenas condiciones para su uso reduce la escala de necesidad de adaptaciones y mitigaciones climáticas.

7.b If you agree or fully agree to any of the categories above, in your view how should this be ensured?

500 character(s) maximum

La bicicleta ha demostrado ser un modo de transporte extremadamente eficiente durante la pandemia de COVID-19, proporcionando una forma segura de moverse para el personal esencial y otros servicios específicos. Al mismo tiempo, se basa en soluciones de baja tecnología, posibles de operar con interrupciones mínimas después de desastres naturales. La inclusión de la infraestructura para bicicletas en los parámetros de calidad contribuirá, por tanto, a la preparación para situaciones de crisis.

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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Focus area 4, please specify:

500 character(s) maximum

La calidad de la infraestructura debe incluir requisitos relacionados con la infraestructura de movilidad activa, con la interacción o cruces de esta con otras infraestructuras de transporte, así como promover espacios de convivencia o intermodalidad. Al mismo tiempo, en muchos lugares simplemente falta la infraestructura.

Focus area 5, please specify:

500 character(s) maximum

Reconocer el papel de la movilidad activa e integrarlo en las directrices. Los desplazamientos de corto recorrido (3 - 7 km) pueden llegar a constituir aprox. 90% del total del tráfico. Muchos de estos tramos pertenecientes a la red TEN-T por carretera, sobre todo los más costosos (puentes, túneles, etc.), tienden a saturarse rápido y podrían ser fácilmente substituidos por la bicicleta. Además, la industria de infraestr. para bicicletas genera un 30% más de puestos de trabajo por € invertido.

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

En el Pacto Verde Europeo (European Green Deal), la UE busca una reducción del 90% de las emisiones de gases de efecto invernadero para 2050. Este nivel de descarbonización en el sector del transporte será imposible de lograr sin la bicicleta, que es la tecnología de transporte más eficiente y respetuosa con el medio ambiente. Tampoco será posible sin un cambio modal hacia medios activos (a pie, en bicicleta) y sostenibles como el transporte público que reduzcan la dependencia del uso del automóvil.

El uso de la bicicleta es un segmento importante y creciente de la movilidad europea. La importancia, el potencial y la resiliencia del ciclismo se han demostrado recientemente durante la pandemia de COVID-19. Las rutas y autopistas para bicicletas EuroVelo proporcionan enlaces clave entre y dentro de las áreas urbanas e interurbanas y son enlaces de transporte vitales en las áreas rurales. Los beneficios de la bicicleta aparecen no solo en campos aislados como el transporte o la política medioambiental, sino en muchas otras áreas como la política industrial, el empleo, la salud, el turismo sostenible y la política social.

Reconocer el papel de la bicicleta en las directrices TEN-T, la política de transporte insignia de la UE, no sería costoso, sino que al mismo tiempo proporcionaría una declaración política importante. Mostraría la disposición de la UE para la innovación y, a nivel práctico, mejoraría la calidad de la infraestructura.

Son necesarias las siguientes medidas específicas:

1. Integrar EuroVelo, la red europea de rutas ciclistas, en la TEN-T. EuroVelo debería incluirse como una red TEN-T de pleno derecho junto con las redes para otros modos. Dado que la red europea de rutas ciclistas ya está bien establecida, su integración en la TEN-T sería fácil de lograr y supondría enormes

beneficios para toda la política.

2. Integrar sistemáticamente la infraestructura ciclista en los proyectos de infraestructura TEN-T. Se debe evaluar el potencial del tráfico de bicicletas en el área cubierta por los proyectos respectivos y se deben evaluar los elementos necesarios de la bicicleta.

La infraestructura debe integrarse en la planificación, el diseño y la construcción del proyecto, como parte integral de los requisitos de calidad de la infraestructura para todos los modos de transporte. Esto debe incluir las siguientes medidas:

- a. rutas ciclistas a lo largo de los corredores de la TEN-T;
- b. cruces seguros y cómodos para bicicletas a través de los corredores TEN-T;
- c. la mejora de otras carreteras afectadas por los proyectos TEN-T para que cumplan con los estándares de seguridad en bicicleta;
- d. Conexiones ciclistas en los nodos urbanos de la TEN-T.

La revisión de las directrices TEN-T representa una oportunidad para nivelar el campo de juego para los modos de transporte. La actualización puede corregir las limitaciones del enfoque actual y fomentar un crecimiento sin precedentes en las infras. ciclistas en toda la UE.

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

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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