



The EU Strategy for the Danube Region
Priority Area 1b: To improve mobility and Multimodality – road, rail and air links

Advancing Mobility and Connectivity: The Danube Region and New TEN-T Guidelines

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The Western Balkans - Eastern Mediterranean European Transport Corridor (ETC)

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Slovenia

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The Danube macro-region

EUSDR: Communication and Action Plan

- 8 December 2010: adopted by the EC
- 24 June 2011: endorsed by the European Council!
- **6 April 2020: Revised Action plan**

4 thematic pillars, backbone is „Connecting the Danube region“

EUSDR - 11 Priority areas (24 coordinators – PACs)

PA 1: To improve Mobility and Multimodality

- ✓ **PA 1a: Inland Waterways - Austria and Romania**
- ✓ **PA 1b : Road, Rail and Air links - Slovenia and Serbia**



- **14 States:** Austria, Bulgaria, Croatia, Czech Republic, Germany (Baden Wuerttemberg, Bavaria), Hungary, Romania, Slovakia, Slovenia, Bosnia and Herzegovina, Moldova, Montenegro, Serbia, Ukraine (Odessa, Ivano Frankivska, Chernovitsi, Zakarpatsya)
- **Population: 115 million** (EU27: 448 million)
- **Area: 1.092.591 km²** (EU27: 4,225,134)

Our Objectives in a Nutshell

Merging the EU and non-EU transport systems while following as much as possible approaches of:

- **Co-modality and full modal integration**, while paying special attention to cross-border infrastructure and services and secondary and tertiary transport networks linking with TEN-T;

Bridging the transport gaps between the Danube region countries, such as:

- quality of transport infrastructure,
- quality of services (e.g. logistics),
- road safety,
- sustainable transport development
- Facilitating exchange of best practices and networking



Advancing Mobility and Connectivity: The New TEN-T Guidelines



Trans-European Transport Network (TEN-T)

Development 1996 – 2024

1996 TEN-T Guidelines for EU 15 [Decision No 1692/96/EC](#) (**14 priority projects**)

1993-1997 Pan-European Corridors No. I – X

1999 TINA (“Transport Infrastructure Needs Assessment”)

2001 (minor) Guidelines revision / [Decision No 1346/2001/EC](#) of 22 May 2001 amending TEN-T guid

2004 Guidelines revision => EU27 (**30 priority projects**)

2004/2007 EU enlargement (TINA networks becoming TEN-T);

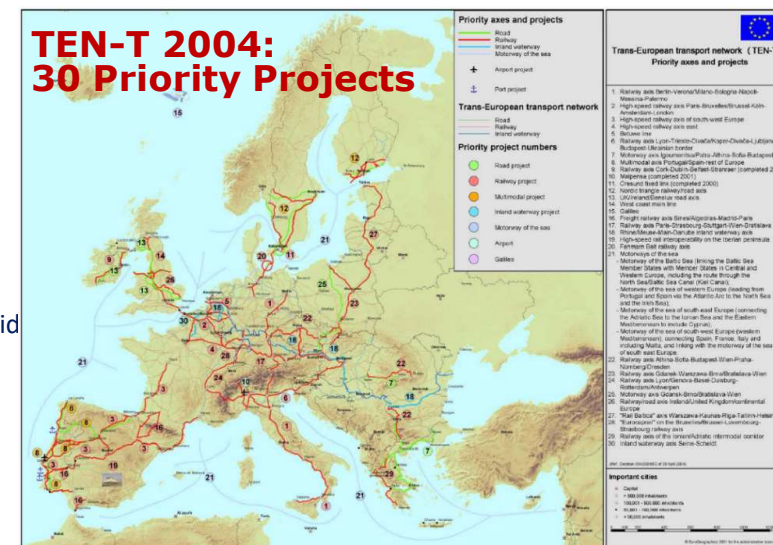
2007 New financing regulation 2007-2013 (Reg. (EC) No 680/2007 of 20 June 2007)

2007 Communication on the extension of the major TEN axes to neighbouring countries

2013 TEN-T regulation - Regulation (EU) No 1315/2013 (dual layer structure; 9 CNC + ERTMS, MoS) + Reg. No 1316/2013 (CEF)

2021 Streamlining measures for advancing the realisation of the TEN-T network - Directive (EU) 2021/1187

2024 New TEN-T regulation - Regulation (EU) 2024/1679 (**9 ETC + ERTMS, EMS**)



(1) The NEW TEN-T regulation

Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 **on Union guidelines for the development of the trans-European transport network**, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013

AIM: to modernise the current legal framework and to step up efforts in aligning TEN-T with the new priorities of the **European Green Deal** and the **Sustainable and Smart Mobility Strategy**

- **European Green Deal target** (launched in 2019):
 - ✓ **90% reduction of GHG emissions in transport by 2050**

- **Sustainable and Smart Mobility Strategy milestones** (December 2020):
 - ✓ rail freight traffic should increase by **50% by 2030** and **double by 2050**
 - ✓ traffic on high-speed rail should **double by 2030** and **triple by 2050**
 - ✓ scheduled collective travel **under 500 km** to be carbon-neutral **by 2030** within the EU
 - ✓ at least 100 **climate-neutral cities** in Europe **by 2030**



(2) The NEW TEN-T - Regulation (EU) 2024/1679

Complex and demanding legal act with (229 pages in OJ EU):

- with **102 recitals**
 - with **69 articles**
 - with **7 annexes:**
- ✓ I. Maps, II. List Nodes, III. ETCs, IV. Indicative maps third countries, V. SUMP guidelines, VI. Amendments to Reg. 2021/1153, VII. Correlation table)

CHAPTERS (provisions for):

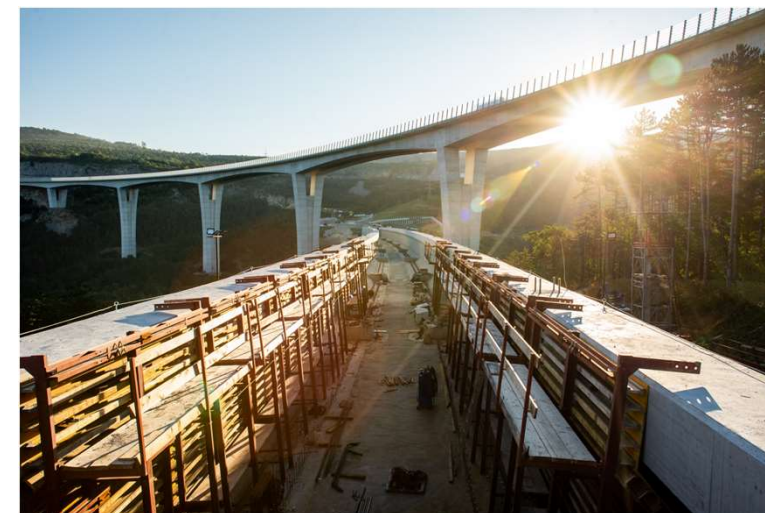
I. General principles (subject, scope, objectives, third countries) **II. General**

Provisions (for core, extended core, comprehensive, ETCs)

III. Specific Provisions (Railway infrastructure, Priorities, Inland, Maritime, Road, Air, Multimodal Freight Terminals, Urban nodes) **IV. Smart & Resilient transport, V.**

Instruments of ETCs & Horizontal priorities (EU coordinator, Forum, WP,

Implementing acts) **VI. Common provisions**



Key features of the new TEN-T

- **New network structure:** **core**, **extended core** and **comprehensive network** together forming the trans-European transport network (TEN-T)
- **Gradual completion** of the network **in three steps**: 2030 – **2040** – 2050
- **9 European Transport Corridors** (ETC) and two horizontal priorities (**ERTMS**, **European Maritime Space**)
- **Reinforced / new infrastructure standards** for **all** transport modes
- **Strengthened TEN-T governance** (ETC coordinator)
- **New arising political priorities:**
 - ✓ **resilience** / climate proofing
 - ✓ maintenance
 - ✓ **connections** with **neighbouring third countries** / third country investments
 - ✓ **urban nodes** (multimodal passenger hubs / freight terminals; last mile connectivity)
 - ✓ increased **multimodal freight terminal capacity** to foster combined transport
 - ✓ TEN-T as basis for **alternative fuels infrastructure**



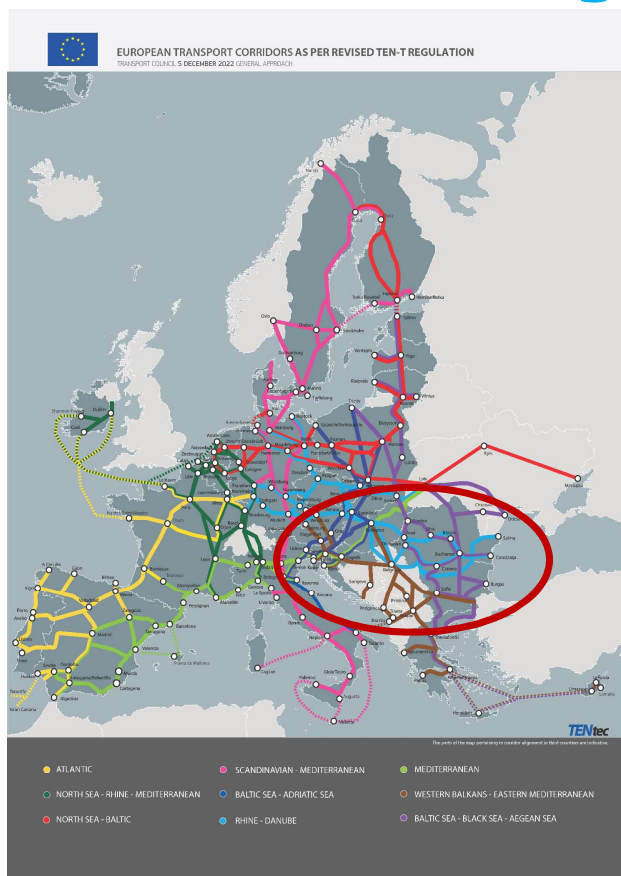
Main Requirements of the new TEN-T

- **RAILWAYS** (among other):
 - passenger railway lines on the core and extended core network **must support trains** traveling at speeds of **160 km/h** or faster.
 - implementing the **ERTMS by 2040** on the expanded core and comprehensive networks,
 - increasing the **maximum length** of freight trains to 740 m,
 - sets out the conditions for **the gauge migration** in MSs with a different gauge than 1435 mm
 - and **dwel time** at border-crossing maximum 25 minutes.
- **Freight terminals (RRT):** The number and capacity of transshipment terminals will be expanded to meet traffic demands. This includes accommodating 740-meter long trains.

MAIN REQUIREMENTS of the new TEN-T

- **ROADS:** Charging and refuelling infrastructure for alternative fuels deployed at 60 kilometre intervals in each direction.
- roads equipped with **safe and secure parking areas** for commercial vehicles and weigh-in motion systems
- **Airport connectivity:** Major airports with over 12 million passengers annually must be connected by long-distance rail
- **Urban mobility:** All major cities along the TEN-T network will develop sustainable urban mobility plans (SUMPs) to promote zero and low-emission mobility.
- **Alternative fuels:** The TEN-T is the basis for the deployment of recharging points and refuelling points for alternative fuels, such as hydrogen. ([Link to AFIR](#))

Multimodal ongoing story „TEN-T corridors“



New TEN-T Guidelines
(Reg. (EU) 2024/1679)

2024 – 2030 (2040):
9 TEN-T ETC (European
Transport Corridors)
and 11 EU COORDINATORS
(nominated 6 September 2024)

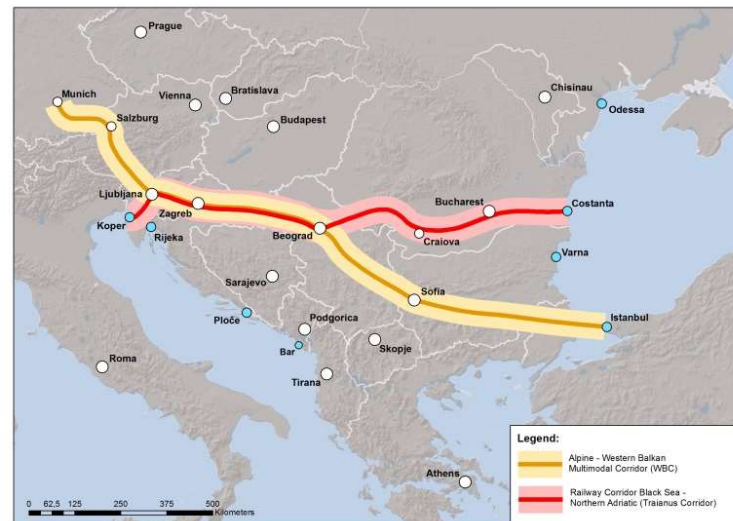
Five, out of nine, ETCs are part
of the Danube region transport
network.

Important also horizontal:

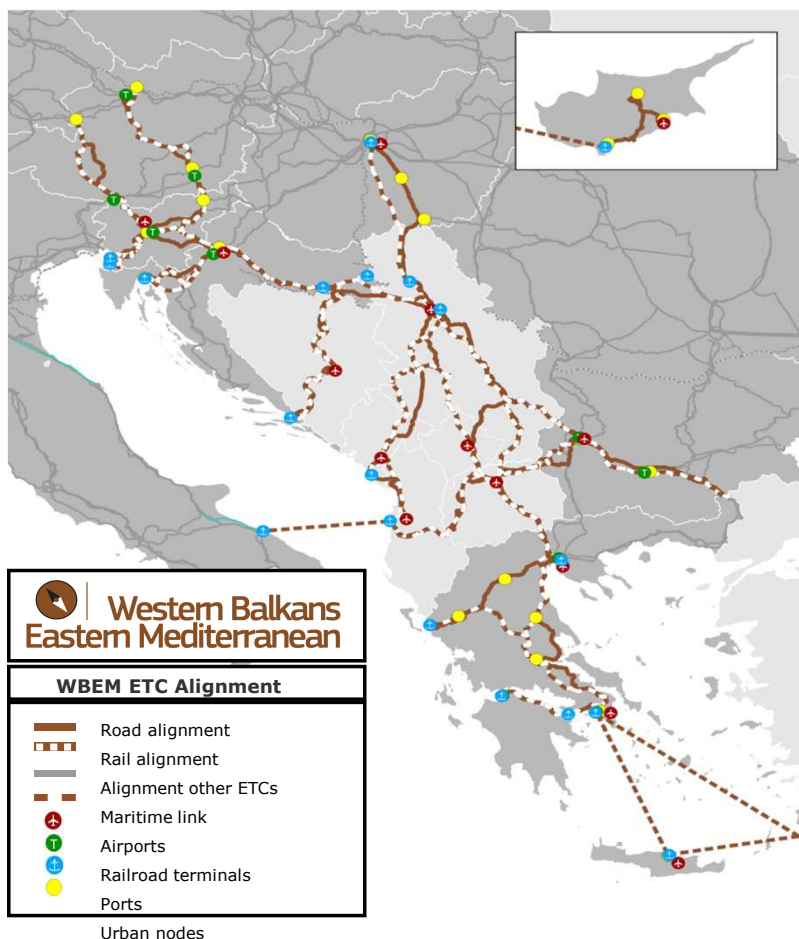
ERTMS (Mr. Matthias
Ruete (DE))
and
European Maritime space
(ex-MoS) (Ms. Gesine
Meissner (DE))

1. **Baltic Sea-Adriatic Sea ETC** (PL, CZ, SK, AT, SI, HU, HR, IT, | UA) Ms. Anne Elisabet Jensen (DK), 2024
2. **Mediterranean ETC** (ES, FR, IT, SI, HR, HU | UA)– Mr. Mathieu Grosch, 2024
3. **Baltic Sea-Black Sea-Aegean Sea ETC** (EE, LV, LT, PL, SK, HU, RO, BG, EL | MD, UA) - No nomination yet!
4. **Western Balkans-Eastern Mediterranean ETC** (AT, SI, HR, HU, BG, EL, CY | Western Balkans) – Mr. Marian-Jean Marinescu (RO); since 2024
5. **Rhine-Danube ETC** (DE, AT, CZ, SK, HR, HU, BG, RO, | SRB, UA) - No nomination yet!
6. **North Sea-Rhine-Mediterranean ETC** (BE, NL, LU, IE, DE, FR, IT | CH) – Mr. Paweł Wojciechowski (PL); 2024
7. **Atlantic ETC** (DE, IE, FR, ES, PT) – Mr. Carlo Secchi (IT); Since 12 March 2014
8. **North Sea-Baltic ETC** (NL, BE, DE, PL, EE, LT, LV, SE, FI | UA) – Ms Catherine Trautmann (FR), Since 12 March 2014
9. **Scandinavian-Mediterranean ETC** (DK, DE, IT, MT, AT, FI, SE | NO) – Mr. Pat Cox (IE); Since 12 March 2014

The Western Balkans - Eastern Mediterranean European Transport Corridor (WBEM ETC)



New Western Balkans – Eastern Mediterranean ETC



- New network structure also for WB-EM ETC :
- ✓ **core, extended core and comprehensive network** together forming the trans-European transport network (TEN-T)
- **2030, 2050 and new intermediary deadline** of 2040
- **European Transport Corridors (ETC):**
 - ✓ integration of CNC and RFC
 - ✓ composed of **most strategic parts** of the **core network** and of the **extended core network**

IMPORTANT: NEW MOMENTUM FOR EUSDR, EUSAIR and WB

Motorways	5 750 km
Railways	5 853 km
Seaports	21 locations
Airports	14 locations
Multimodal Freight Terminals	13 locations
Urban nodes	24 locations

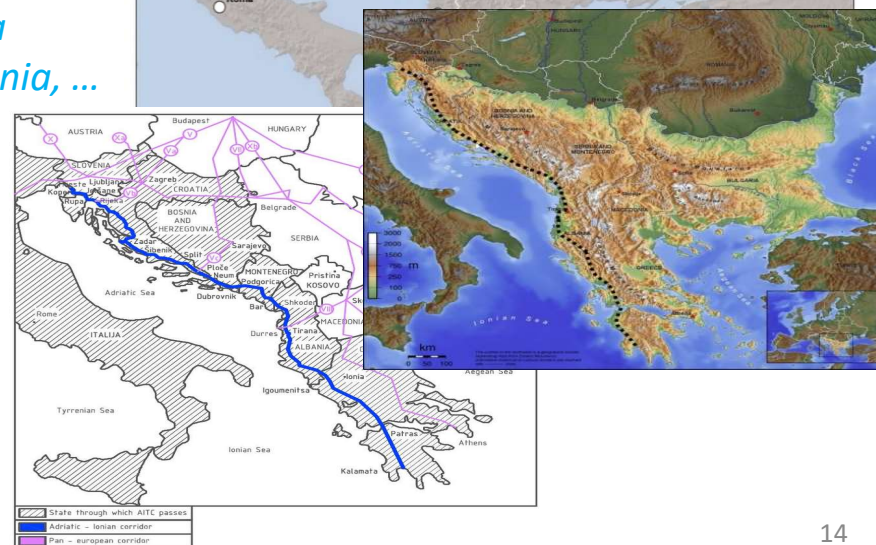
Corridors: what's next for PA1b?

Corridors: Missing links and/or bottlenecks ?

Proposals supported by PA1b SG:

b) „Traianus“ Rail Freight Corridor (Constanta – Bucharest – Craiova - Turnu Severin – Belgrade – Zagreb – Ljubljana – Koper/Rijeka):

a) Multimodal „Adriatic-Ionian Corridor“: *From Italy, ...via Slovenia, Croatia, Bosnia & Herzegovina, Montenegro, Albania, ... to Greece!*



Way forward:

- Enhanced cooperation
- Enhanced coordination

Conclusion:

TEN-T as a Foundation for Modern Transport Infrastructure:

- ❑ **Comprehensive mobility:** TEN-T enables a seamless, sustainable, safe, secure and multimodal transport network;
- ❑ **CNC transformation:** Integration of the 11 rail freight corridors (RFCs) into the ETCs to facilitate coordinated investment planning
- ❑ Extension of 4 ETCs to Ukraine and Moldova

- ❑ **Connecting regions and markets:** improved market access and regional development through enhanced infrastructure
- ❑ **Next steps for member states:** Implementation of projects and progress assessments by 2030, 2040 and 2050



Thank you very much!

Please visit:

<https://transport.danube-region.eu/>



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