

Trans-European Network Transport

What is TEN-T?

The basic considerations for a Trans-European transport network for economic and transport cohesion within Europe **date back to 1990**. Over the years, it has grown into a multimodal and trans-continental network, which is constantly expanding according to comprehensible criteria (e.g. bottlenecks and missing links). The TEN-T network (Trans-European Network Transport) is thus an instrument for the sensible and integrated European **planning of the infrastructure of:**



roads



waterways



rails



aviation

Network hierarchy

The high-level Core Network is the backbone of the main European transport links. By 2030, the Core Network, consisting of 50,762 km of rail infrastructure (conventional and high-speed), 34,401 km of road infrastructure, 12,880 km of waterway infrastructure and 92 airports, should be completed. The Comprehensive Network is set to be completed by 2050 to improve connections between the regions. Once completed – including the core network – it will comprise:

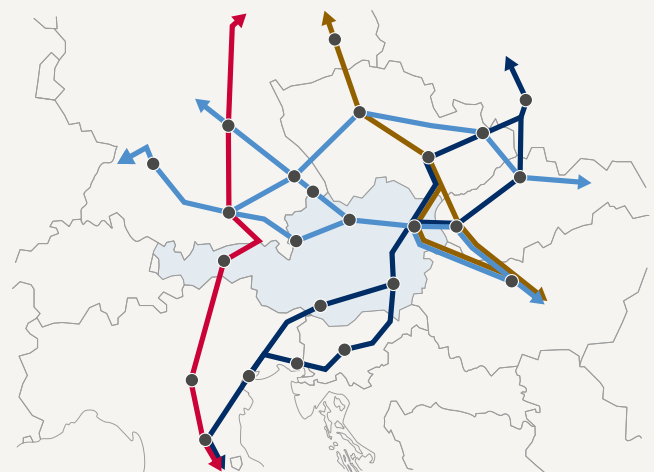
- 138,072 km of rail infrastructure, conventional and high speed
- 136,706 km of road infrastructure
- 23,506 km of waterway infrastructure
- 260 airports

Legal basis

In the early 1990s, the members of the EU at that time decided to introduce a common infrastructure policy to promote the internal market and improve transport, energy and telecommunications networks. The **legal framework** for the TEN-T network was laid down in 1996 in Decision No 1692/96/EC of the European Parliament and of the Council. Over the years, these **TEN-T guidelines** have been revised several times, the current version being Regulation No 1315/2013. In parallel, the **Connecting Europe Facility (CEF)** regulates the allocation of financial support of the Union for the TEN-T networks (Regulation No 1316/2013).

Core Network

Austria is currently involved in 4 Core Corridors.



Rhine-Danube



Baltic-Adriatic



Scandinavian-Mediterranean



Orient/East-Med

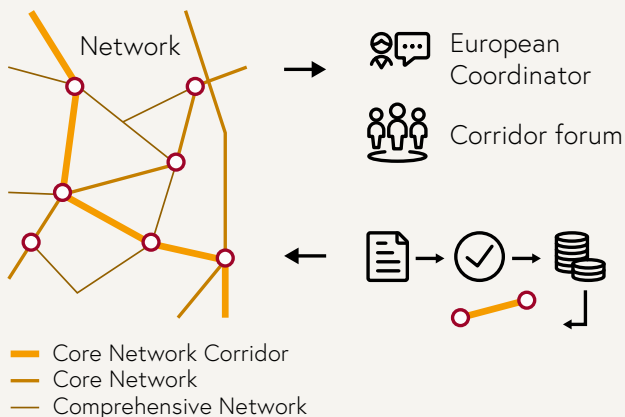
Further information

Federal Ministry of Climate Action, Environment, Energy, Mobility, Innovation and Technology
Radetzkystraße 2, 1030 Vienna
Department II/3 Infrastructure Planning
ii3@bmk.gv.at
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bmk.gv.at

Implementation concept

Core Network Corridors are being established as an instrument for implementing the Core Network, nine of which currently exist. One **European Coordinator** has been appointed for the planning and implementation of each corridor, and respected political persons with experience in the transport sector have been selected for these positions (e.g. former transport ministers, EU transport commissioners, etc.). Under the leadership of this Coordinator, a **corridor forum** is set up involving **all the stakeholders** of a corridor (Member States, infrastructure managers, regions, transport companies, etc.). The main European co-financing element is the **Connecting Europe Facility (CEF)**.



European funding

CEF supports transport projects with the **highest European added value**. Only projects on the TEN-T network are considered, with the bulk of the funding reserved for projects on the Core Network Corridors. For the financial period **2014 to 2020**, the financial framework for CEF covers approximately 30.4 billion Euro of which around **24 billion Euro** are used for transport funds.

Within this frame, Austria has been awarded 896.9 million Euro of EU funds for transport projects in Austria (88.9 % BMK and 11.1 % to third parties). The largest share of this amount has been allocated to the Austrian section of the Brenner base tunnel (590.75 million Euro).

Plans exist for a **successor instrument** for the European co-financing of TEN-T projects in the financial period 2021–2027 and negotiations are under way.

Maximum funding quota

	rail	inland waterways	roads
cross-border	40 %	40 %	10 %
bottleneck	30 %	40 %	0 %
other	20 %	20 %	0 %

Funding of the Connecting Europe Facility CEF

