

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

FEDERICA

* Surname

POLCE

* Email (this won't be published)

federica.polce@mit.gov.it

* Scope

- International
- Local
- National
- Regional

* Level of governance

- Parliament
- Authority
- Agency

* 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.

- | | | | |
|---|--|--|--|
| <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"/> Antarctica | <input type="radio"/> Estonia | <input type="radio"/> Maldives | <input type="radio"/> Serbia |
| <input type="radio"/> Antigua and Barbuda | <input type="radio"/> Eswatini | <input type="radio"/> Mali | <input type="radio"/> Seychelles |
| <input type="radio"/> Argentina | <input type="radio"/> Ethiopia | <input type="radio"/> Malta | <input type="radio"/> Sierra Leone |
| <input type="radio"/> Armenia | <input type="radio"/> Falkland Islands | <input type="radio"/> Marshall Islands | <input type="radio"/> Singapore |

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- Azerbaijan

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- Bahrain

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- Barbados
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- Bolivia
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- Bosnia and Herzegovina
- Botswana
- Bouvet Island
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- British Virgin Islands
- Brunei
- Bulgaria

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- France

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- French Polynesia
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- Greece
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- Guernsey
- Guinea
- Guinea-Bissau

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- Mauritania
- Mauritius
- Mayotte

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- Moldova

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- Niue

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- Slovenia
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- Somalia
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- South Sudan
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- Tanzania
- Thailand

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- Tunisia
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- Turkey
- Cape Verde
- Indonesia
- Oman
- Turkmenistan
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- Iran
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- Iraq
- Palau
- Tuvalu
- Chad
- Ireland
- Palestine
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- Chile
- Isle of Man
- Panama
- Ukraine
- China
- Israel
- Papua New Guinea
- United Arab Emirates
- Christmas Island
- Italy
- Paraguay
- United Kingdom
- Clipperton
- Jamaica
- Peru
- United States
- Cocos (Keeling) Islands
- Japan
- Philippines
- United States Minor Outlying Islands
- Colombia
- Jersey
- Pitcairn Islands
- Uruguay
- Comoros
- Jordan
- Poland
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- Congo
- Kazakhstan
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- Kenya
- Puerto Rico
- Vanuatu
- Costa Rica
- Kiribati
- Qatar
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- Côte d'Ivoire
- Kosovo
- Réunion
- Venezuela
- Croatia
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- Russia

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- Laos
- Rwanda
- Wallis and Futuna
- Cyprus
- Latvia
- Saint Barthélemy
- Western Sahara
- Czechia
- Lebanon
- Saint Helena Ascension and Tristan da Cunha
- Yemen
- Democratic Republic of the Congo
- Lesotho
- Saint Kitts and Nevis
- Zambia
- Denmark
- Liberia
- Saint Lucia
- 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 towards more sustainable modes of transport and / or to cleaner alternative fuels)	<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"/>
* 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 checked="" 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify below



1.a Please specify:

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

Adjustments in relation to:

- accessibility of all regions: opportunities coming from the potential socio-economic development of remote areas - which needs to be further supported- should be exploited by ensuring the possibility to easily access to the Core network and to wider markets (both in terms of passenger and freight mobility).

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

All measures contributing to ensure a high level of quality/standards enabling the network to be efficient in approaching any change in the transport sector should be strongly supported. On the contrary, strong support to restrictive binding requirements should be avoided because already included in sectorial legislation and due to the objective to complete the network by the fixed deadline is still challenging. These new eventual requirements will entry into force too late to be fully addressed.

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 checked="" type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other requirements (please specify)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Conditions set for the core network should be applicable to the comprehensive network not exactly equally but when relevant referring mostly to sustainability, inclusiveness, accessibility also to urban nodes, safety and rail interoperability (ERTMS). On the contrary no strictly requirements should be set for quality/standard infrastructural characteristics.

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

Italian infrastructural development has to consider the inclusion in the TEN-T network of the axes, nodes and sections not yet included in the TEN-T networks and in the CNCs, considered strategic within the Integrated National Transport System (SNIT), which represents the strategic national transport network for passengers and freight. The role of the European Coordinators should be extended in fields as alternative fuels and digitalisation but remaining at a consultative level.

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 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 checked="" type="radio"/>

6.a Please specify

500 character(s) maximum

Sustainable Urban Mobility Plans
 The TEN-T needs further enhancement to enable future decarbonisation and further reductions of air pollutant emissions of EU transport; moreover the provisions for urban and transport nodes should be strengthened in order to improve multi-modal services for passengers and freight and to facilitate last mile connections and other sustainable urban mobility solutions and to enhance the quality of citizens lives.

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

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

500 character(s) maximum

Considering the overall lifecycle of an infrastructure not exclusively connected to climate changes but also to natural disasters.

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

Through the necessary and harmonized monitoring and analysis processes/systems - together with proper legislative provisions - in order to optimize the intervention priorities on upgrading and extraordinary maintenance of the infrastructural network.

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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Focus area 3	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Focus area 4: the combination of two different approaches (Area2 and Area 3) represents an interesting option. In this purpose, such combination should take into consideration mostly the Focus Area 2 which is linked to the realistic and practical needs of the current transport sector including an unmissable contribution of digitalisation and innovation, looking at the future bet without reaching a pure research aim taking into consideration the dynamic evolution of society and technology.

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

The overall impacts of the Italian transportation planning documents should be evaluated in term of transport accessibility and equity variation, economic impact produced, social and welfare benefits, environmental externality reduction.

There is a need to enhance:

- the adoption of urgent measures to support policies for improving safety with both physical (e.g. maintenance, geometry adjustment, increased visibility) and technological (e.g. info-mobility, vehicle-infrastructure communication, video surveillance) interventions.
- Alternative Fuels: it is important to develop electric mobility and hydrogen solutions also in the rail sector, to continue to support decarbonisation strategy already on going (LNG/BioLNG strategy and “cold ironing”/“On-shore Power Supply” solutions in maritime sector), mainly when no zero emissions solutions are yet available.
- The accessibility concept should be more central into the discussion related to the TEN-T regulation. In fact, the presence of remote/rural areas has to be considered for re-launching their socio-economic perspective
- It is important to complete the cross-border links and to develop the last mile connection to nodes.
- The existing network configuration should be specialized, multimodal and integrated in order to improve accessibility to backbone corridors, coastal areas (e.g. Adriatic coastal route), areas in the centre of Italy (horizontal connections), as well as to improve the connecting routes to the South, including also crucial gateway to the hinterland such as relevant maritime ports (e.g. Civitavecchia port), important urban nodes and improved airports (e.g. Catania). Also the dual use function of some nodes and sections will be taken into account. Quantitative impacts assessment will be performed to evaluate the usefulness of the network adjustments within a unique transportation planning process.
- for what concerns specialization of networks rail links may have, different itineraries for passenger and freight transport;

-concrete implementation of The ERTMS breakthrough programme and ATM Sesar one.
-Increasing the infrastructures' resilience not exclusively connected to climate change but to natural disasters and the entire life cycle of the infrastructure, through the necessary and harmonized monitoring and analysis processes/systems -together with proper legislative provisions- in order to optimize the intervention priorities on upgrading and extraordinary maintenance of the infrastructural network.
-Possibility to not indicate predefined MoS routes and to consider internal routes (within the same Member State) without binding the MoS services to specific seaports and better integration of MoS into the TEN-T and reinforcing the role of Short Sea Shipping.
-Future challenges of the extra-EU dimension of maritime trade (North Africa, Turkey, Far East, Western Balkans) have to be taken into account, in order to better integrate the maritime sector into future connectivity policy.

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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