



Mr Martin Kupka

Chair of the EU Transport, Telecommunications and Energy Council (Transport)

Minister of Transport of Czech Republic

Nábřeží Ludvíka Svobody 1222/12

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Czech Republic

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Dear Minister,

High ambitions for the revision of TEN-T Regulation

BusinessEurope welcomes the Czech EU Council Presidency's efforts and ambitions to finalise the Council's mandate on the revision of the Regulation on the Trans-European Transport Network (TEN-T) before the end of the year and the related discussions of the Presidency in the framework of the past informal meeting of transport ministers on 21 October. However, concerns among the European business community grow that the speedy finalisation of negotiations in the Council comes at the cost of upholding high ambitions when revising the TEN-T Regulation.

It is crucial that the ambitions in the framework of the TEN-T meet the ones set out in the European Green Deal. The TEN-T is an important enabler for multi-modality in transport and logistics in the EU as well as for efficient and sustainable transport and mobility solutions. Moreover, reliable cross-border transport infrastructure is key for an effective and quick EU response to crises and emergencies and the TEN-T is proving to be of fundamental importance in terms of safety and economic and supply security interests. The TEN-T must be considered as lifeline which must remain open and operational, enabling the efficient and sustainable cross-border transport of goods and persons, also during times of crises and emergencies.

BusinessEurope supports the overall scope and objectives as defined in the Commission's proposal. The proposal represents a great opportunity for progress to the current situation, promoting infrastructure as the backbone of mobility in the EU. The sector supports provisions on connectivity and development of the regions including last mile-connections, multimodality and enhanced urban nodes, connections with third countries, synergies between European Coordinators and rail freight governance as well as the infrastructure requirements with sound targets and deadlines.

However, to achieve the defined objectives – sustainability, cohesion, efficiency and increasing benefits for users –, the TEN-T Regulation must set ambitious targets and provisions. Therefore, it is essential that the Council approach for the TEN-T Regulation supports a higher level of ambition for its implementation, design and financing, without undermining the ambitious objectives set out in the Commission proposal.



To this end, in particular the following aspects are matters of concerns:

- We urge to **give the coordinators of the TEN-T corridors effective powers** to implement the agreed TEN-T plans as well as resources needed to monitor the necessary cost-benefit analyses. In this context, it is crucial that the dialogue with industry is upheld and means to fulfil requirements imposed on businesses are provided.
- It is imperative that ambitions in the framework of the TEN-T Regulation go hand in hand with **sufficient funding at EU and national level** to fill in existing investment gaps, ensure development and maintenance of the core infrastructure and guarantee timely completion of the TEN-T networks.
- BusinessEurope stresses the **importance of an ambitious timeline for the TEN-T completion**, and we support the introduction of a 3-layer approach with respective deadlines of 2030 for the core network and 2040 for the extended core network; however, we note with concern that the deadline for the comprehensive network is moved to the very last “second” of 31 December 2050. To this end, we consider that member states should commit to faster development of the network.
- There is a need to **strengthen the focus on high-speed rail** in the revised Regulation. The business sector supports the creation of an interoperable European high-speed network, urging that the TEN-T policy must support the ambitious targets in terms of high-speed network as set out in the Smart and Sustainable Mobility Strategy. Moreover, the sector deems the time mature for a European High Speed Master Plan connecting urban nodes and airports and supporting the development of international passenger services.
- We believe that the current Commission proposal for the TEN-T Regulation does not sufficiently address the **challenges related to safe and secure parking and rest areas for trucks**. The implementation date of the proposal set to 31 December 2050 is insufficient and hardly leading to any immediate improvements for drivers in the road haulage industry. A higher level of ambition is necessary to ensure that the provisions of the Mobility Package are observed.
- Adaptation between the proposals for TEN-T and AFIR is necessary to ensure that sufficiently ambitious **binding targets are in place for the minimum number of charging stations** at each safe and secure parking and rest area by December 2030.

We thank you in advance for giving due consideration to our recommendations and stand ready to discuss these issues further.

Yours sincerely,

Markus J. Beyrer