



Climate proofing provisions in the revised TEN-T Regulation and forthcoming study on TEN-T climate resilience

METEET Workshop on the climate resilience of inland
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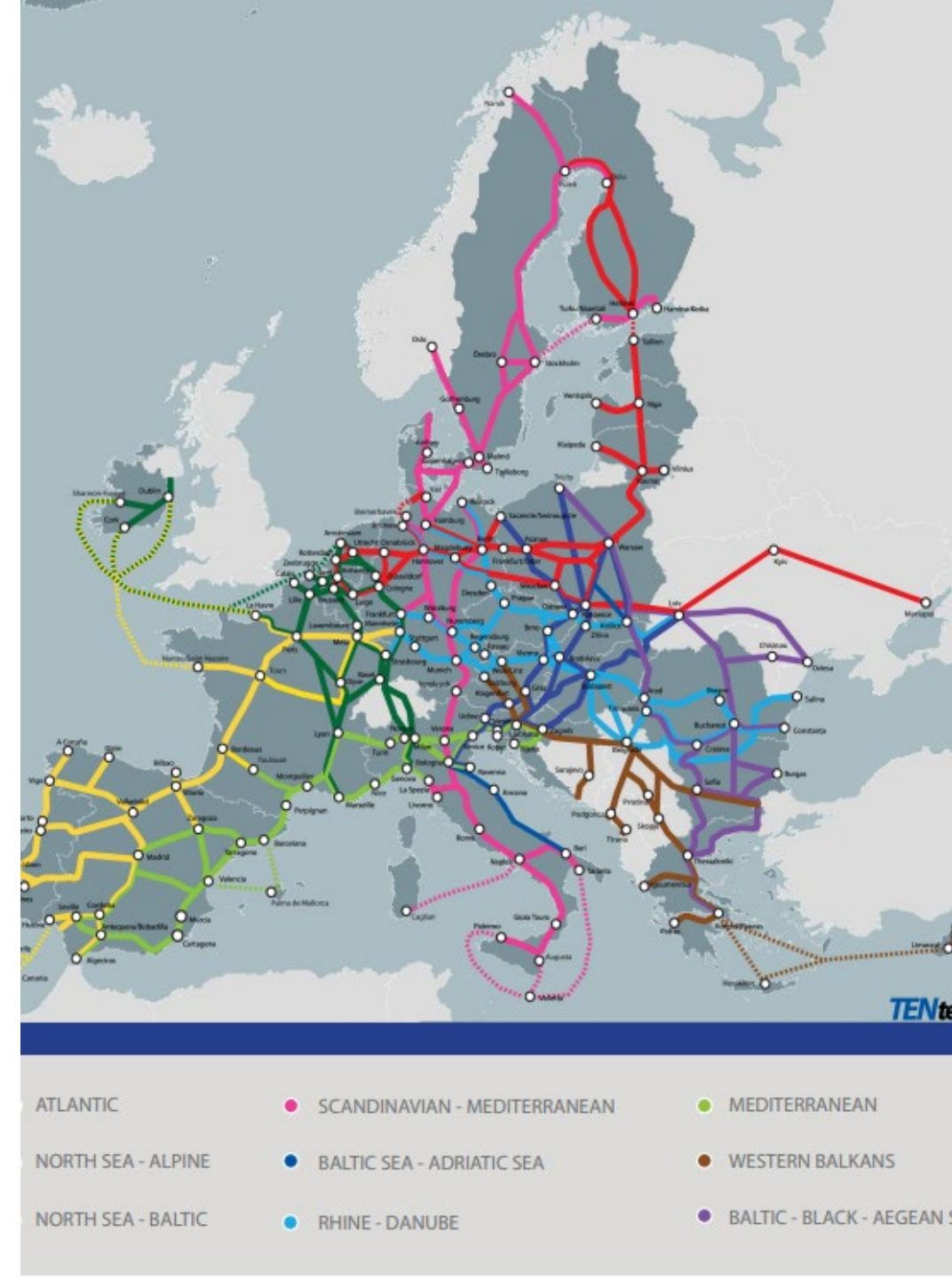
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I. Climate proofing provisions in the revised TEN-T Regulation

The TEN-T revision – scope and ambition

- A Europe-wide network of transport infrastructure to be completed by 2030 (core), 2040 (extended core) and 2050 (comprehensive)
- 9 European Transport Corridors
- Revised in 2021 to meet the ambition of the European Green Deal
- Further amended in 2022 to reflect the new geo-political context
- Council General Approach reached on 5 December 2022
- Report approved by unanimity by TRAN on 13 April 2023
- 1st political trilogue on 24 April 2023, providing the mandate to the inter-institutional technical group to start negotiations
- 2nd political trilogue planned during second half of June
- Adoption of the revised Regulation towards the end of 2023 (Spanish Presidency)
- Entry into force of the Regulation possibly as of January/ February 2024



What is the revised TEN-T aiming at?



Reduce congestion, transport emissions, impact on climate change **and increase resilience to its effects**



Remove bottlenecks and gaps on the transport network



Connect EU cities and regions, including rural areas and remote regions



Better transport services to citizens and freight customers

Focus on climate resilience: Objectives and priorities

- Infrastructure projects under the TEN-T Regulation should be resilient to the potential adverse impacts of climate change through a climate vulnerability and risk assessment
- The TEN-T shall increase value to its users via supporting mobility that is fit for the changing climate and resilient to natural hazards
- The TEN-T shall be planned, developed and operated in a resource-efficient through the development of green, sustainable and climate resilient infrastructure
- In the development of the core, the extended core and the comprehensive network, general priority shall be given to measures that are necessary for keeping existing infrastructure operational and improving or maintaining its quality in terms of climate and disaster resilience

Focus on climate resilience: Main provisions

Article 46 on Resilience of infrastructure:

- Member States shall ensure that when projects of common interest are planned and implemented the security and resilience of the infrastructure to climate change is taken into account.
- Projects of common interest for which an environmental impact assessment must be carried out in compliance with Directive 2011/92/UE shall be **subject to climate proofing** taking into account the **latest available best practice** and guidance to ensure that transport infrastructures are resilient to the adverse impacts of climate change

Focus on climate resilience: Main provisions ctd.

- **Article 44(j):** In order for the TEN-T to keep up with **innovative technological developments and deployments**, the aim shall be in particular to: improve transport infrastructure resilience against disruptions and climate change
- **Article 48: Life-cycle approach to the maintenance of infrastructure** (same level of service and safety during its lifetime, long term maintenance plans)
- **Article 53(3)(j): The work plan for the European Transport Corridor** shall provide a detailed analysis of the state of implementation of the corridor concerned, which includes in particular: **an analysis of the possible impacts of climate change** on the infrastructure;

II. A planned study on TEN-T climate adaptation and cross-border investment needs”

Study on TEN-T climate adaptation and cross-border investment needs

- **Objectives of the study:**

- ✓ to identify **climate risks** on the TEN-T network, adaptation measures to address them and their corresponding costs
- ✓ to identify **cross-border investment gaps** on the TEN-T core and extended core network (as defined by the 2021 proposal for a revision of the TEN-T Regulation)
- ✓ inform the Commission's decision-making in determining the investments needed to increase the climate resilience and connectivity of the TEN-T network **in the context of the next MFF and CEFIII**

- **Scope:**

- ✓ Entire TEN-T for the climate risk assessment, core and extended core network for the cross-border investment gaps
- ✓ Investment needs analysis to focus on 2030 and 2040

Study on TEN-T climate adaptation and cross-border investment needs ctd.

- **Timeframe:**

- ✓ Request for services launched on 23 May 2023
- ✓ Contract expected to be signed in July 2023
- ✓ First results to be available by March 2024 in time for the TEN-T days in the beginning of April

Thank you

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