



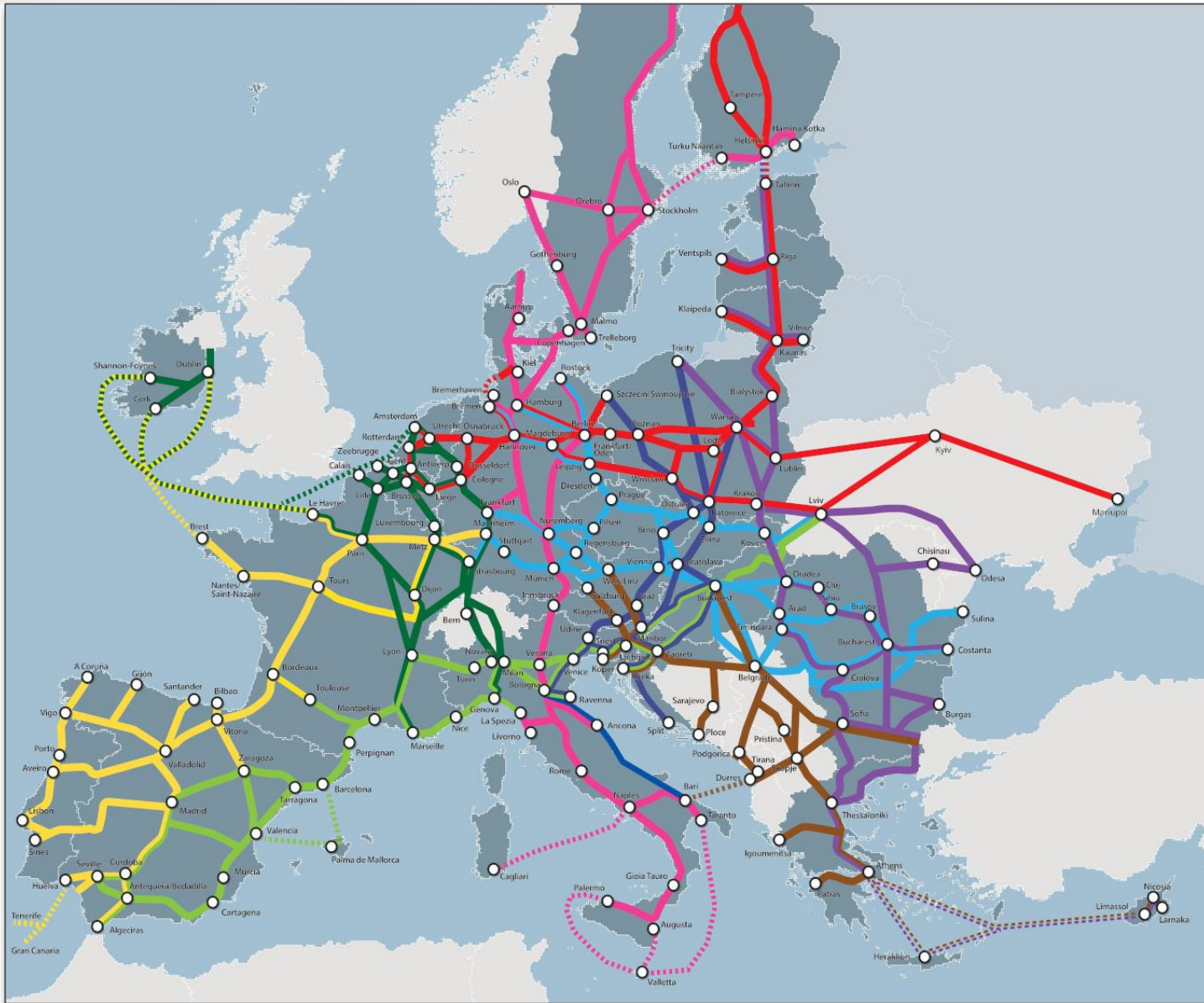
## IMPACTS OF THE REVISED TEN-T REGULATION

**Revised TEN-T Regulation published on 28/06/24:**

[https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L\\_202401679](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202401679)

**Identifies 3 layers instead of 2:**

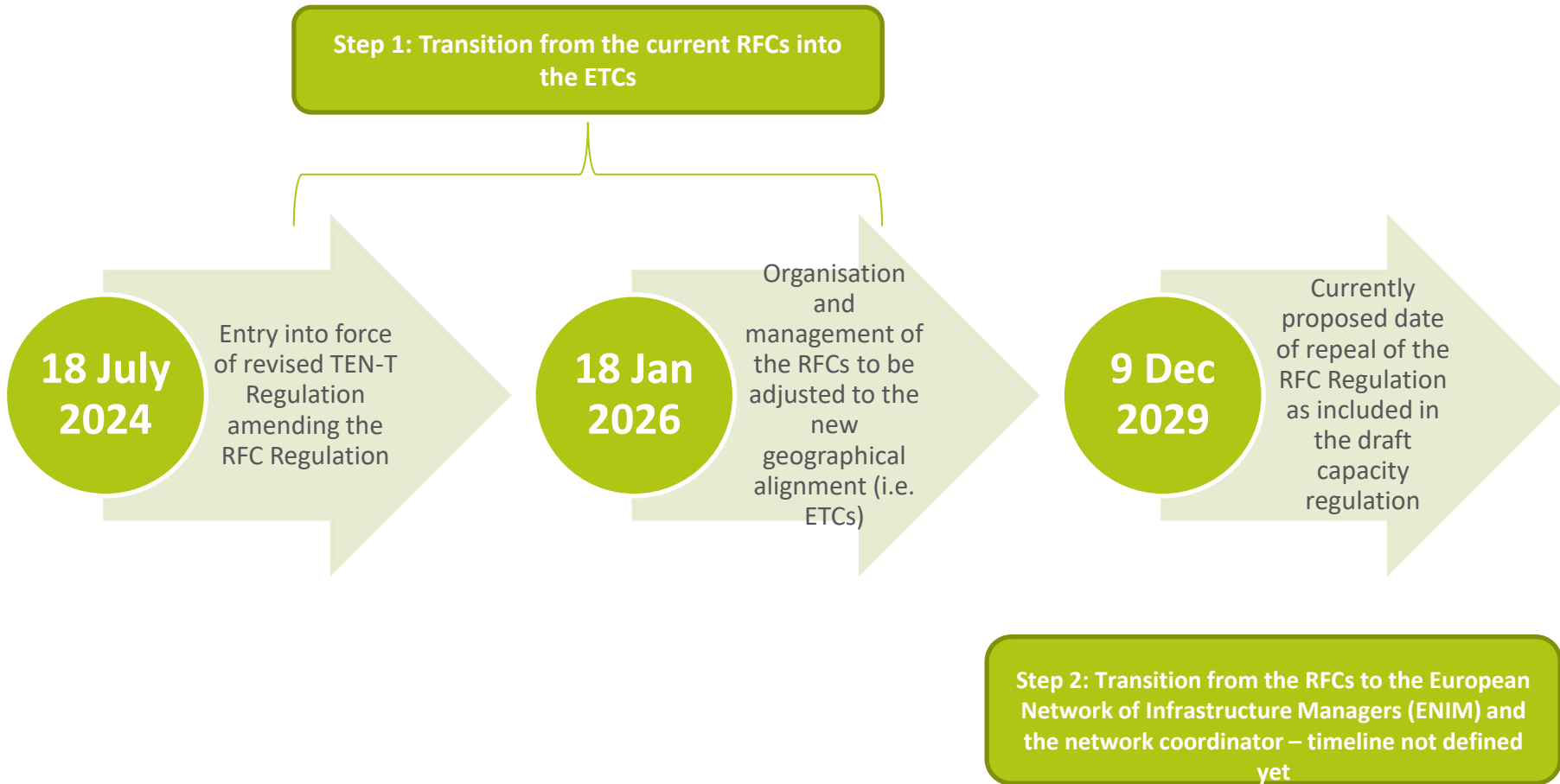
- **Core (2030)**
- **Extended core (2040) - NEW**
- **Comprehensive (2050)**
- **Introduces new TEN-T parameter (loading gauge)**
- **Introduces operational priorities/KPIs**
- **Aligns the former 9 CNC and the 11 RFCs into 9 European Transport Corridors (ETC).**
- **Future RFC will be freight lines of the ETC**
- **1 European Coordinator per ETC**



- Atlantic
- North Sea – Rhine Mediterranean
- North Sea – Baltic
- Scandinavian – Mediterranean
- Baltic Sea – Adriatic Sea
- Rhine – Danube
- Mediterranean
- Western Balkans – Eastern Mediterranean
- Baltic Sea – Black Sea – Aegean Sea



**Step 1: Transition from the current RFCs into the ETCs**







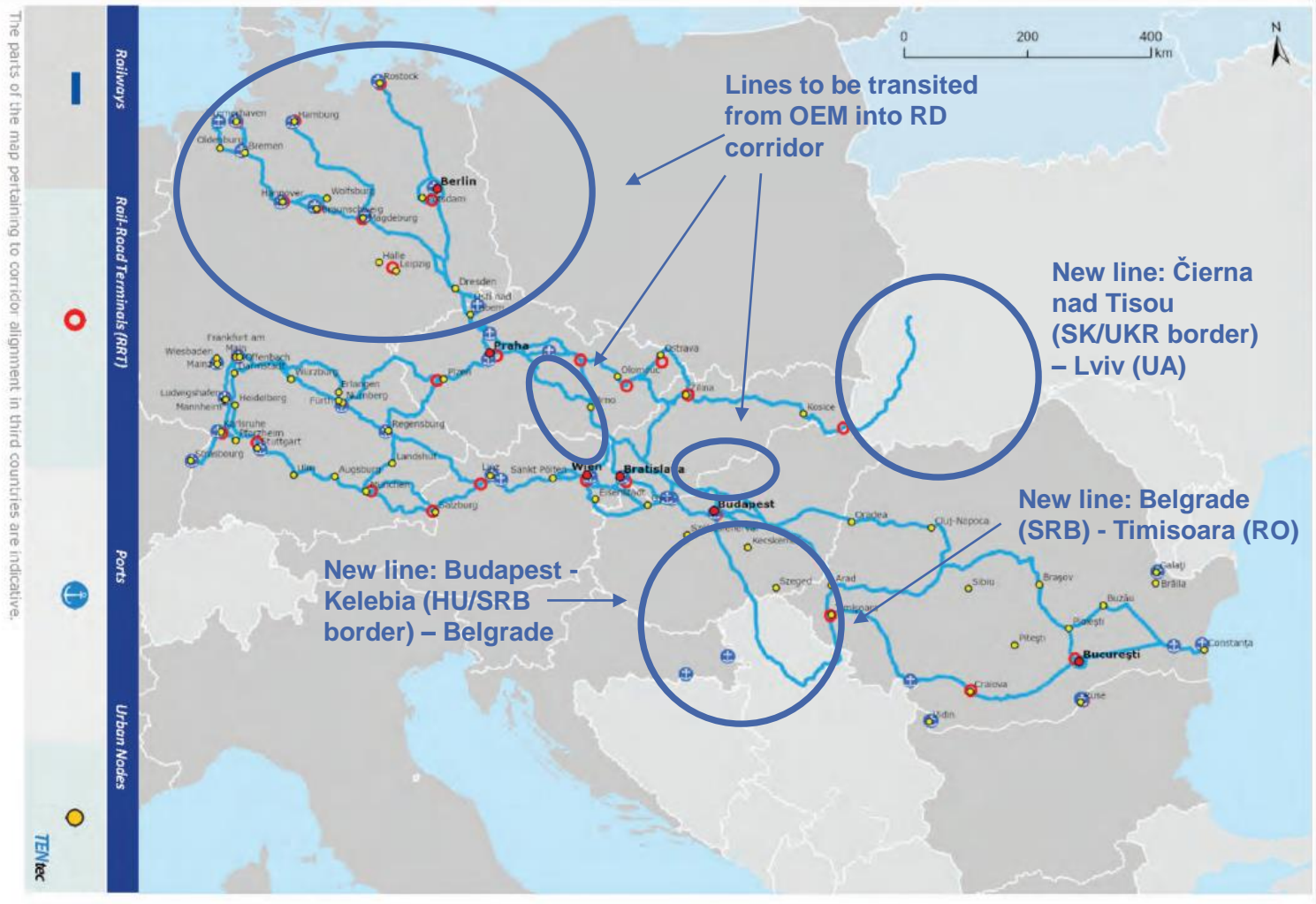
**New Member States:  
Finland and Sweden**

**New country: Ukraine**

**No Czech stretch**

# Rail freight lines of ETC Rhine-Danube – major geographical alignments

://data.europa.eu/eli/reg/2024/1679/oj



**Rhine - Danube Corridor**  
 Rail freight, ports and rail-road terminals (RRT)  
 BE BG CZ DK DE EE EL ES FR HR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE | RS UA

06.2024

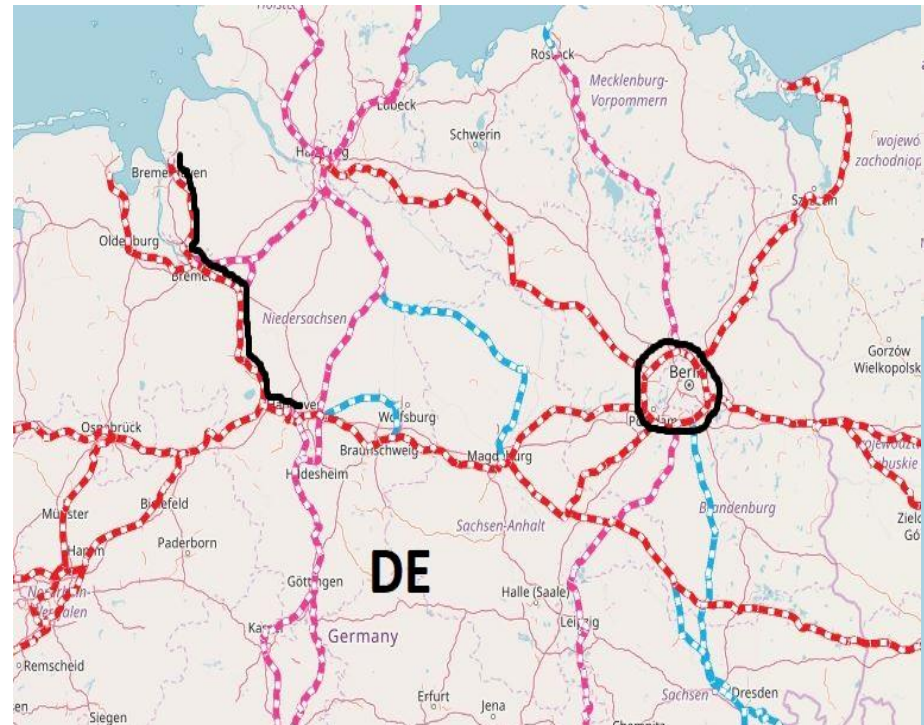
# Most relevant new overlapping sections with other RFCs/ETCs

## With RFC/ETC

- North Sea – Baltic
- Baltic Sea – Adriatic Sea
- Western Balkans Mediterranean
- Baltic Sea – Black Sea – Aegean Sea

## Overlapping sections with multiple RFCs

- North Sea – Baltic &  
Scandinavian – Mediterranean







## Extensions to Serbia and Ukraine

### ○ **Serbia:**

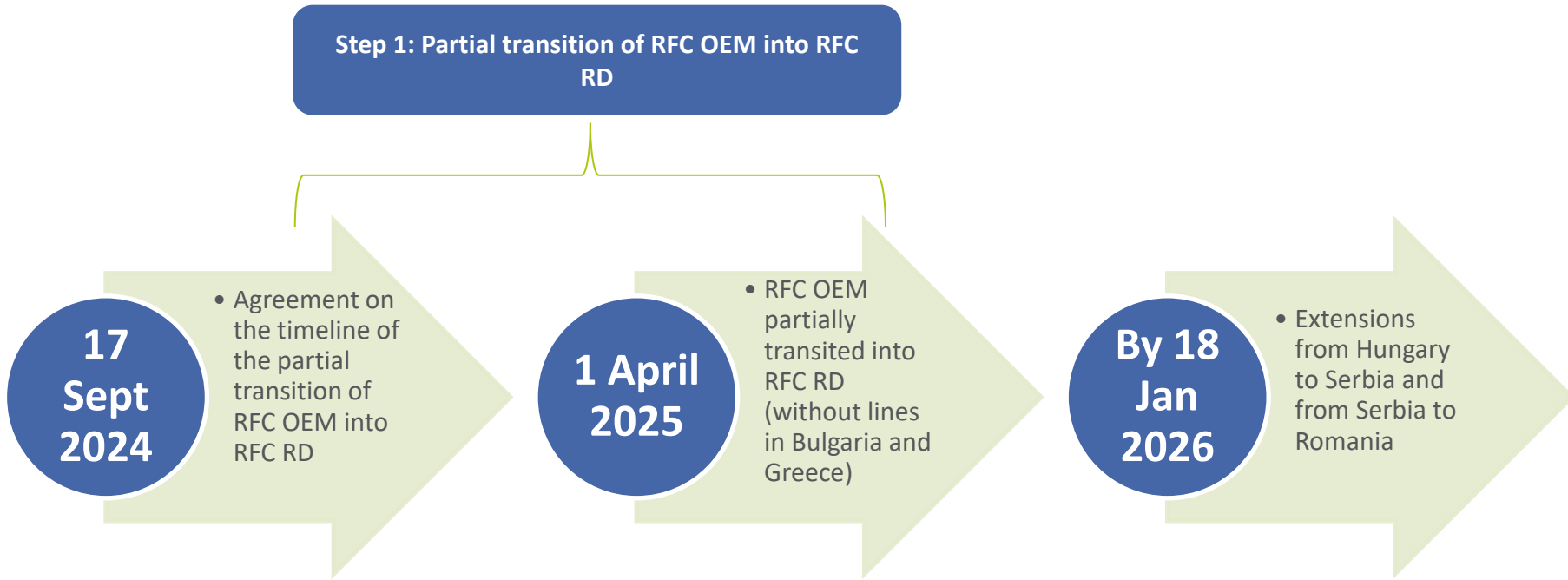
- A Transport Community Treaty has been concluded between the EC and the countries from the Western Balkans incl. Serbia, too, which is a sufficient legal basis for involving them in the RFCs concerned.
- Serbia is already a member state of RFC Alpine – Western – Balkan.

### ○ **Ukraine:**

- There is no legal basis to oblige them to comply with EU legislation, because the above-mentioned Treaty has not been concluded with them.
- Furthermore, since there is no independent IM separated from the MoT and the RU in Ukraine, we cannot involve actors from Ukraine for the roles included in the rail freight governance
- What can we do? Intensify cooperation with Ukraine along the Solidarity Lanes via the SK-UA and PL-UA rail border sections.



**Step 1: Partial transition of RFC OEM into RFC RD**



Further steps: The timeline of the extensions is to be decided by the ministries and the IMs/AB.