

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 and repealing Decision No 661/2010/EU (Text with EEA relevance)

CHAPTER I

GENERAL PRINCIPLES

Article 1

Subject matter

1 This Regulation establishes guidelines for the development of a trans-European transport network comprising a dual-layer structure consisting of the comprehensive network and of the core network, the latter being established on the basis of the comprehensive network.

2 This Regulation identifies projects of common interest and specifies the requirements to be complied with for the management of the infrastructure of the trans-European transport network.

3 This Regulation sets out the priorities for the development of the trans-European transport network.

4 This Regulation provides for measures for the implementation of the trans-European transport network. The implementation of projects of common interest depends on their degree of maturity, the compliance with Union and national legal procedures, and the availability of financial resources, without prejudging the financial commitment of a Member State or of the Union.

Article 2

Scope

1 This Regulation applies to the trans-European transport network as shown on the maps contained in Annex I. The trans-European transport network comprises transport infrastructure and telematic applications as well as measures promoting the efficient management and use of such infrastructure and permitting the establishment and operation of sustainable and efficient transport services.

2 The infrastructure of the trans-European transport network consists of the infrastructure for railway transport, inland waterway transport, road transport, maritime transport, air transport and multimodal transport, as determined in the relevant sections of Chapter II.

Article 3

Definitions

For the purpose of this Regulation, the following definitions apply:

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- (a) 'project of common interest' means any project carried out pursuant to the requirements and in compliance with the provisions of this Regulation;
- (b) 'neighbouring country' means a country falling within the scope of the European Neighbourhood Policy including the Strategic Partnership, the Enlargement Policy, and the European Economic Area or the European Free Trade Association;
- (c) 'third country' means any neighbouring country or any other country with which the Union may cooperate to achieve the objectives pursued by this Regulation;
- (d) 'European added value' means the value of a project which, in addition to the potential value for the respective Member State alone, leads to a significant improvement of either transport connections or transport flows between the Member States which can be demonstrated by reference to improvements in efficiency, sustainability, competitiveness or cohesion, in line with the objectives set out in Article 4;
- (e) 'infrastructure manager' means any body or undertaking that is responsible, in particular, for establishing or maintaining transport infrastructure. This may also include the management of infrastructure control and safety systems;
- (f) 'telematic applications' means systems using information, communication, navigation or positioning/localisation technologies in order to manage infrastructure, mobility and traffic on the trans-European transport network effectively and to provide value-added services to citizens and operators, including systems for safe, secure, environmentally sound and capacity-efficient use of the network. They may also include onboard devices, provided they form an indivisible system with corresponding infrastructure components. They include systems, technologies and services referred to in points (g) to (l);
- (g) 'intelligent transport system' (ITS) means a system as specified in Directive 2010/40/EU of the European Parliament and of the Council⁽¹⁾;
- (h) 'air traffic management system' means a system as specified in Regulation (EC) No 552/2004 of the European Parliament and of the Council⁽²⁾ and in the European Air Traffic Management (ATM) Master Plan as specified in Council Regulation (EC) No 219/2007⁽³⁾;
- (i) 'Vessel Traffic Monitoring and Information Systems' (VTMIS) means systems deployed to monitor and manage traffic and maritime transport, using information from Automatic Identification Systems of Ships (AIS), Long-Range Identification and Tracking of Ships (LRIT) and coastal radar systems and radio communications as provided for in Directive 2002/59/EC of the European Parliament and of the Council⁽⁴⁾, and includes the integration of the national maritime information systems through SafeSeaNet;
- (j) 'River Information Services (RIS)' means information and communication technologies on inland waterways as specified in Directive 2005/44/EC of the Parliament and of the Council⁽⁵⁾;
- (k) 'e -Maritime services' means services using advanced and interoperable information technologies in the maritime transport sector to simplify administrative procedures and to facilitate the throughput of cargo at sea and in port areas, including single-window services such as the integrated maritime single window provided for in Directive 2010/65/EU of the European Parliament and of the Council⁽⁶⁾, port community systems and relevant customs information systems;

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- (l) 'European Rail Traffic Management System' (ERTMS) means the system defined in Commission Decision 2006/679/EC⁽⁷⁾ and Commission Decision 2006/860/EC⁽⁸⁾;
- (m) 'cross-border section' means the section which ensures the continuity of a project of common interest between the nearest urban nodes on both sides of the border of two Member States or between a Member State and a neighbouring country;
- (n) 'multimodal transport' means the carriage of passengers or freight, or both, using two or more modes of transport;
- (o) 'interoperability' means the ability, including all the regulatory, technical and operational conditions, of the infrastructure in a transport mode to allow safe and uninterrupted traffic flows which achieve the required levels of performance for that infrastructure or mode;
- (p) 'urban node' means an urban area where the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, logistic platforms and freight terminals located in and around an urban area, is connected with other parts of that infrastructure and with the infrastructure for regional and local traffic;
- (q) 'bottleneck' means a physical, technical or functional barrier which leads to a system break affecting the continuity of long-distance or cross-border flows and which can be surmounted by creating new infrastructure or substantially upgrading existing infrastructure that could bring significant improvements which will solve the bottleneck constraints;
- (r) 'logistic platform' means an area which is directly linked to the transport infrastructure of the trans-European transport network including at least one freight terminal, and which enables logistics activities to be carried out;
- (s) 'freight terminal' means a structure equipped for transshipment between at least two transport modes or between two different rail systems, and for temporary storage of freight, such as ports, inland ports, airports and rail-road terminals;
- (t) 'socio-economic cost-benefit analysis' means a quantified ex-ante evaluation, based on a recognised methodology, of the value of a project, taking into account all the relevant social, economic, climate-related and environmental benefits and costs. The analysis of climate-related and environmental costs and benefits shall be based on the environmental impact assessment carried out pursuant to Directive 2011/92/EU;
- (u) 'isolated network' means the rail network of a Member State, or a part thereof, with a track gauge different from that of the European standard nominal track gauge (1 435 mm), for which certain major infrastructure investments cannot be justified in economic cost-benefit terms by virtue of the specificities of that network arising from its geographic detachment or peripheral location;
- (v) 'NUTS region' means a region as defined in the Nomenclature of Territorial Units for Statistics;
- (w) 'alternative clean fuels' means fuels such as electricity, hydrogen, biofuels (liquids), synthetic fuels, methane (natural gas (CNG and LNG) and biomethane) and liquefied petroleum gas (LPG) which serve, at least partly, as a substitute for fossil oil sources in the supply of energy to transport, contribute to its decarbonisation and enhance the environmental performance of the transport sector.

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Article 4

Objectives of the trans-European transport network

The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union and contribute to the creation of a single European transport area which is efficient and sustainable, increases the benefits for its users and supports inclusive growth. It shall demonstrate European added value by contributing to the objectives laid down in the following four categories:

- (a) cohesion through:
 - (i) accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;
 - (ii) reduction of infrastructure quality gaps between Member States;
 - (iii) for both passenger and freight traffic, interconnection between transport infrastructure for, on the one hand, long-distance traffic and, on the other, regional and local traffic;
 - (iv) a transport infrastructure that reflects the specific situations in different parts of the Union and provides for a balanced coverage of all European regions;
- (b) efficiency through:
 - (i) the removal of bottlenecks and the bridging of missing links, both within the transport infrastructures and at connecting points between these, within Member States' territories and between them;
 - (ii) the interconnection and interoperability of national transport networks;
 - (iii) optimal integration and interconnection of all transport modes;
 - (iv) the promotion of economically efficient, high-quality transport contributing to further economic growth and competitiveness;
 - (v) efficient use of new and existing infrastructure;
 - (vi) cost-efficient application of innovative technological and operational concepts;
- (c) sustainability through:
 - (i) development of all transport modes in a manner consistent with ensuring transport that is sustainable and economically efficient in the long term;
 - (ii) contribution to the objectives of low greenhouse gas emissions, low-carbon and clean transport, fuel security, reduction of external costs and environmental protection;
 - (iii) promotion of low-carbon transport with the aim of achieving by 2050 a significant reduction in CO₂ emissions, in line with the relevant Union CO₂ reduction targets;
- (d) increasing the benefits for its users through:

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- (i) meeting the mobility and transport needs of its users within the Union and in relations with third countries;
- (ii) ensuring safe, secure and high-quality standards, for both passenger and freight transport;
- (iii) supporting mobility even in the event of natural or man-made disasters, and ensuring accessibility to emergency and rescue services;
- (iv) the establishment of infrastructure requirements, in particular in the field of interoperability, safety and security, which will ensure quality, efficiency and sustainability of transport services;
- (v) accessibility for elderly people, persons of reduced mobility and disabled passengers.

Article 5

Resource-efficient network

1 The trans-European transport network shall be planned, developed and operated in a resource-efficient way, through:

- a development, improvement and maintainance of existing transport infrastructure;
- b optimisation of infrastructure integration and interconnection;
- c the deployment of new technologies and telematic applications, where such deployment is economically justified;
- d the taking into account of possible synergies with other networks, in particular trans-European energy or telecommunication networks;
- e the assessment of strategic environmental impacts, with the establishment of appropriate plans and programmes and of impacts on mitigation of the effects of climate change;
- f measures to plan and expand infrastructure capacity where necessary;
- g adequate consideration of the vulnerability of transport infrastructure with regard to a changing climate as well as natural or man-made disasters, with a view to addressing those challenges.

2 In planning and developing the trans-European transport network, Member States shall take account of the particular circumstances in the various parts of the Union, such as, in particular, tourism aspects and topographical features of the regions concerned. They may adapt the detailed route alignment of sections within the limits indicated in point (c) of Article 49(4) while ensuring compliance with the requirements set out therein.

Article 6

Dual-layer trans-European transport network structure

1 The gradual development of the trans-European transport network shall be achieved, in particular, by implementing a dual-layer structure for that network with a coherent and transparent methodological approach, comprising a comprehensive network and a core network.

2 The comprehensive network shall consist of all existing and planned transport infrastructures of the trans-European transport network as well as measures promoting the

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efficient and socially and environmentally sustainable use of such infrastructure. It shall be identified and developed in accordance with Chapter II.

3 The core network shall consist of those parts of the comprehensive network which are of the highest strategic importance for achieving the objectives for the development of the trans-European transport network. It shall be identified and developed in accordance with Chapter III.

Article 7

Projects of common interest

1 Projects of common interest shall contribute to the development of the trans-European transport network through the creation of new transport infrastructure, through the rehabilitation and upgrading of the existing transport infrastructure and through measures promoting the resource-efficient use of the network.

2 A project of common interest shall:

- a contribute to the objectives falling within at least two of the four categories set out in Article 4;
- b comply with Chapter II, and if it concerns the core network, comply in addition with Chapter III;
- c be economically viable on the basis of a socio-economic cost-benefit analysis;
- d demonstrate European added value.

3 A project of common interest may encompass its entire cycle, including feasibility studies and permission procedures, implementation and evaluation.

4 Member States shall take all necessary measures to ensure that the projects are carried out in compliance with relevant Union and national law, in particular with Union legal acts on the environment, climate protection, safety, security, competition, state aid, public procurement, public health and accessibility.

5 Projects of common interest are eligible for Union financial assistance under the instruments available for the trans-European transport network.

Article 8

Cooperation with third countries

1 The Union may support, including financially, projects of common interest in order to connect the trans-European transport network with infrastructure networks of neighbouring countries in so far as such projects:

- a connect the core network at border crossing points and concern infrastructure necessary to ensure seamless traffic flow, border checks, border surveillance and other border control procedures;
- b ensure the connection between the core network and the transport networks of the third countries, with a view to enhancing economic growth and competitiveness;
- c complete the transport infrastructure in third countries which serve as links between parts of the core network in the Union;
- d implement traffic management systems in those countries;
- e promote maritime transport and motorways of the sea, excluding financial support to third-country ports;

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f facilitate inland waterway transport with third countries.

Such projects shall enhance the capacity or utility of the trans-European transport network in one or more Member States.

2 Without prejudice to paragraph 1, the Union may cooperate with third countries to promote other projects, without providing financial support, in so far as such projects seek to:

- a promote the interoperability between the trans-European transport network and networks of third countries;
- b promote the extension of the trans-European transport network policy into third countries;
- c facilitate air transport with third countries, in order to promote efficient and sustainable economic growth and competitiveness, including the extension of the Single European Sky and improved air traffic management cooperation;
- d facilitate maritime transport and promote motorways of the sea with third countries.

3 Projects under points (a) and (d) of paragraph 2 shall comply with the relevant provisions of Chapter II.

4 Annex III includes indicative maps of the trans-European transport network extended to specific neighbouring countries.

5 The Union may use existing, or set up and use new, coordination and financial instruments with neighbouring countries, such as the Neighbourhood Investment Facility (NIF) or the Instrument for Pre-Accession Assistance (IPA), for the promotion of projects of common interest.

6 The provisions of this Article are subject to the relevant procedures on international agreements as set out in Article 218 TFEU.

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- (1) Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport ([OJ L 207, 6.8.2010, p. 1](#)).
- (2) Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) ([OJ L 96, 31.3.2004, p. 26](#)).
- (3) Council Regulation (EC) No 219/2007 of 27 February 2007 on the establishment of a Joint Undertaking to develop the new generation European air traffic management system (SESAR) ([OJ L 64, 2.3.2007, p. 1](#)).
- (4) Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC ([OJ L 208, 5.8.2002, p. 10](#)).
- (5) Directive 2005/44/EC of the Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community ([OJ L 255, 30.9.2005, p. 152](#)).
- (6) Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC ([OJ L 283, 29.10.2010, p. 1](#)).
- (7) Commission Decision 2006/679/EC of 28 March 2006 concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system ([OJ L 284, 16.10.2006, p. 1](#)).
- (8) Commission Decision 2006/860/EC of 7 November 2006 concerning a technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European high speed rail system and modifying Annex A to Decision 2006/679/EC concerning the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system ([OJ L 342, 7.12.2006, p. 1](#)).

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Changes and effects yet to be applied to :

- Regulation revoked by [2023 c. 28 Sch. 1 Pt. 2](#)