Changes made by the Council to the maps of the TEN-T network

The Council today agreed a general approach on a draft regulation on new guidelines for the development of the trans-European transport network (TEN-T) (for details see the forthcoming press release on today's Transport Council). In doing so, it modified the maps indicating the layout of the comprehensive and the core networks (addenda to 7537/12).

In line with the methodology for the definition of the core network and the criteria established for the inclusion in the comprehensive network¹, based on the additional information delivered by the member state concerned and their commitment to complete the respective core network sections by 2030, the following changes will be included in the maps:

ITALY:

– Rail road terminal of Milano has to be marked as core on the map, as it is part of the urban node of Milano (already indicated in Annex II).

POLAND:

– Based on the criteria set out in Article 33(b), that is the possibility to include rail road terminals at the level of NUTS 2 regions, the rail road terminal of Białystok is to be included in the comprehensive network.

¹ In particular the thresholds and criteria included in the proposal for the TEN-T Guidelines.

P R E S S
ROMANIA:

- Road: Sebes – Turda – Târgu Mureș – Pascani – Iasi – Ungheni (border RO/MD)

This road and rail link is to be included in core network as connection from the urban node Timisoara to Ungheni, the border crossing point to Moldova.

- Road: Calafat – Craiova – Alexandria – Bucuresti

This road is to be included in the core network as connection of the urban node of Timisoara with the capital Bucuresti and as it supplements, in the sense of multimodality, the corresponding rail connection in the core network.

- Road: section Constanta-Tulcea-Galati to be included in the road comprehensive network

- Road: alignment of core network to be changed to Bucuresti – Ploiesti – Buzau.