

TEN-T Revision – ROMANIA

The revision of the TEN-T Regulation

The EU's trans-European transport network policy (the so-called TEN-T policy) aims to build an effective, EU-wide and multimodal transport network across the EU. It shall comprise railways, inland waterways, short sea shipping routes and roads linked to urban nodes, maritime and inland ports, airports and terminals. The policy is a key instrument for the development of coherent, high-quality transport infrastructure across the EU.

Revising the TEN-T Regulation offers a real opportunity to make our trans-European transport network fit for the future, and for the TEN-T to do more to help the EU meet its European Green Deal objectives.

This high-quality network shall be gradually completed in three steps: the core network by 2030, the extended core network by 2040 and the entire comprehensive network by 2040.

The TEN-T core network as defined in 2013 remains largely untouched by the revision process including the requirements to be fulfilled on the network by 2030. The extended core network is defined on the basis of priority sections of the comprehensive network which should be completed by 2040. Together with the core network, the extended core network constitutes the backbone of the sustainable multimodal transport network and should stimulate the development of the entire network. The extended core network is to a large part made up of those parts of the comprehensive network that have become part of the European Transport Corridors (ETCs) following the integration of the Core Network Corridors and the Rail Freight Corridors. In addition, important high speed projects are included in the extended core network to develop a European wide high speed network. As those two categories of sections of the comprehensive network are of the highest priority in order to ensure seamless transport connections and network interoperability they are included in the extended core network and thus must be implemented by 2040 at the latest. The intermediate deadline of 2040 will ensure a continuous and gradual implementation of the TEN-T network and will make sure that the objectives in terms of decarbonising the transport sector can be met by 2050.

The revised TEN-T regulation includes detailed maps of the newly created 9 'European Transport Corridors'.

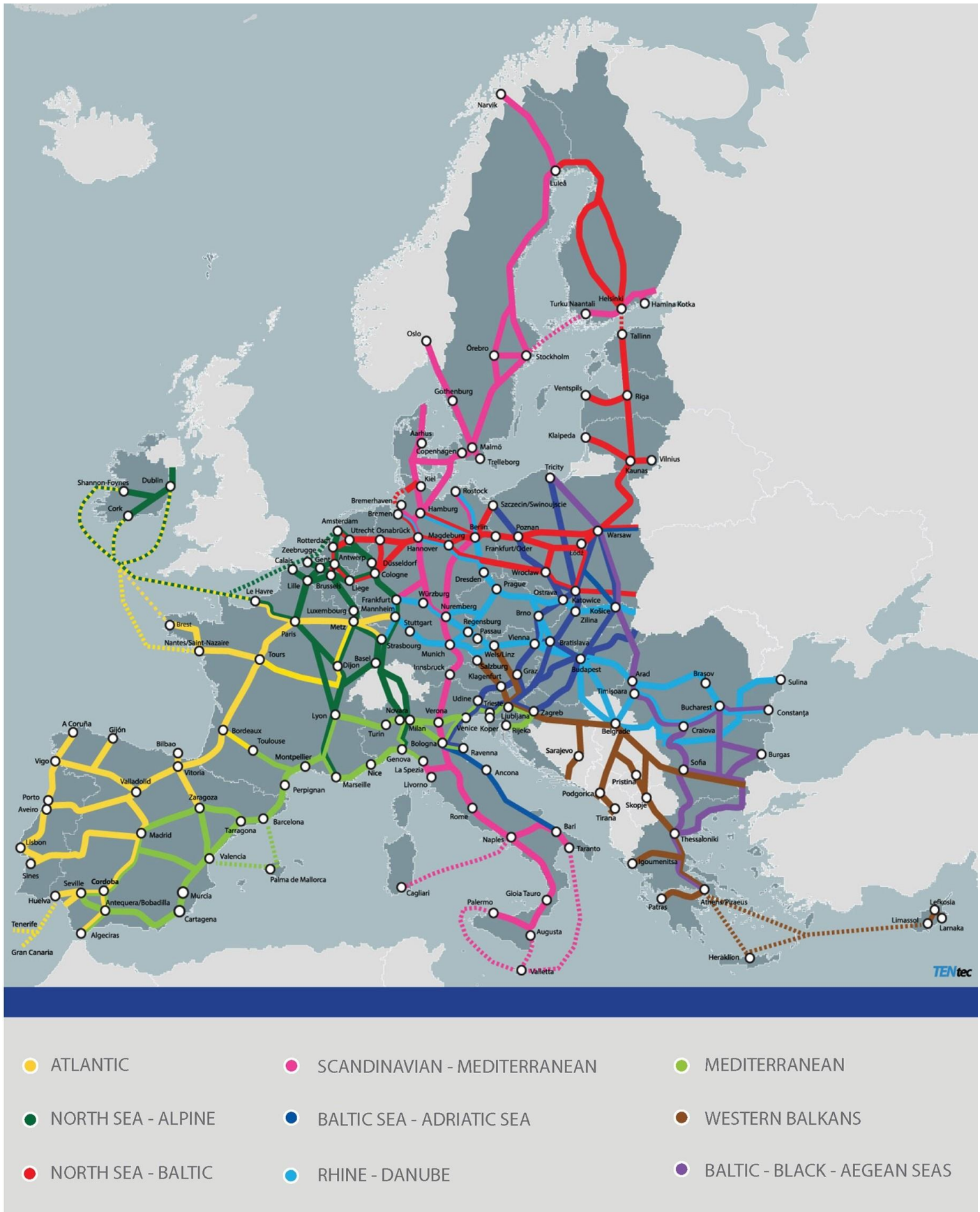
The design of the trans-European transport network is based on an objective and transparent planning methodology that was established in 2013 and has now been updated in the framework of the TEN-T Regulation revision.

Main outcome/benefits of the TEN-T revision for Romania

- Romania will be part of two corridors :
 - The existing **Rhine-Danube** corridor will be reinforced. It will link Romania (including two ports on the Black Sea: Constanta and Sulina) to the economic centre of Europe in Germany (Frankfurt, Stuttgart). It will also link (which is not the case with the current Rhine-Danube) major ports on the Baltic and North Sea (Rostock, Hamburg, Bremen). This corridor is crossing Bulgaria, Hungary, Slovakia, Serbia, Austria, Czechia.
 - A new North-South corridor is created at the Eastern flank of the EU: the **Baltic-Black-Aegean Seas** corridor, which will connect all Member States along the Eastern border of the EU. It will create a new connection between Poland (Gdynia/Gdansk), Slovakia, Hungary, Romania (including the port of Constanta), Bulgaria and Greece. This new corridor will link the Baltic, the Black Sea and the Aegean Sea.
- The core network (road, rail, inland waterways) in Romania remains very stable. Romania should concentrate the available funding, in particular EU funding, on the completion of the core network (deadline 2030).
- One objective of the TEN-T revision is to better link the Eastern part of the EU to the European high speed network. The new TEN-T network in Romania includes a high speed line that will link Romania (connecting Constanta, Bucurest, Brasov, Sibiu, Cluj-Napoca, Oradea) to the centre of Europe in Vienna (through Budapest).

In Romania the high speed line is included in the extended core network (deadline of completion 2040). To be noted that the stretch between Bucurest and Constanta is in the core network (deadline 2030). This line will include a tunnel of around 22 km south of Brasov, which will increase the efficiency of the whole line and which is part of the core network (deadline 2030).
- Road and rail sections along the Western border of Romania will be upgraded from the comprehensive network (2050) to the extended core network (2040) because they are part of the newly created Baltic-Black-Aegean Seas corridor. This will contribute to accelerate the realisation of the TEN-T network in Romania.

1. The European Transport Corridors



Romania is part of the Rhine – Danube and Baltic – Black – Aegean Seas European Transport Corridors.

2. The core, the extended core and the comprehensive networks



Comprehensive & Core Networks:
Inland waterways and ports

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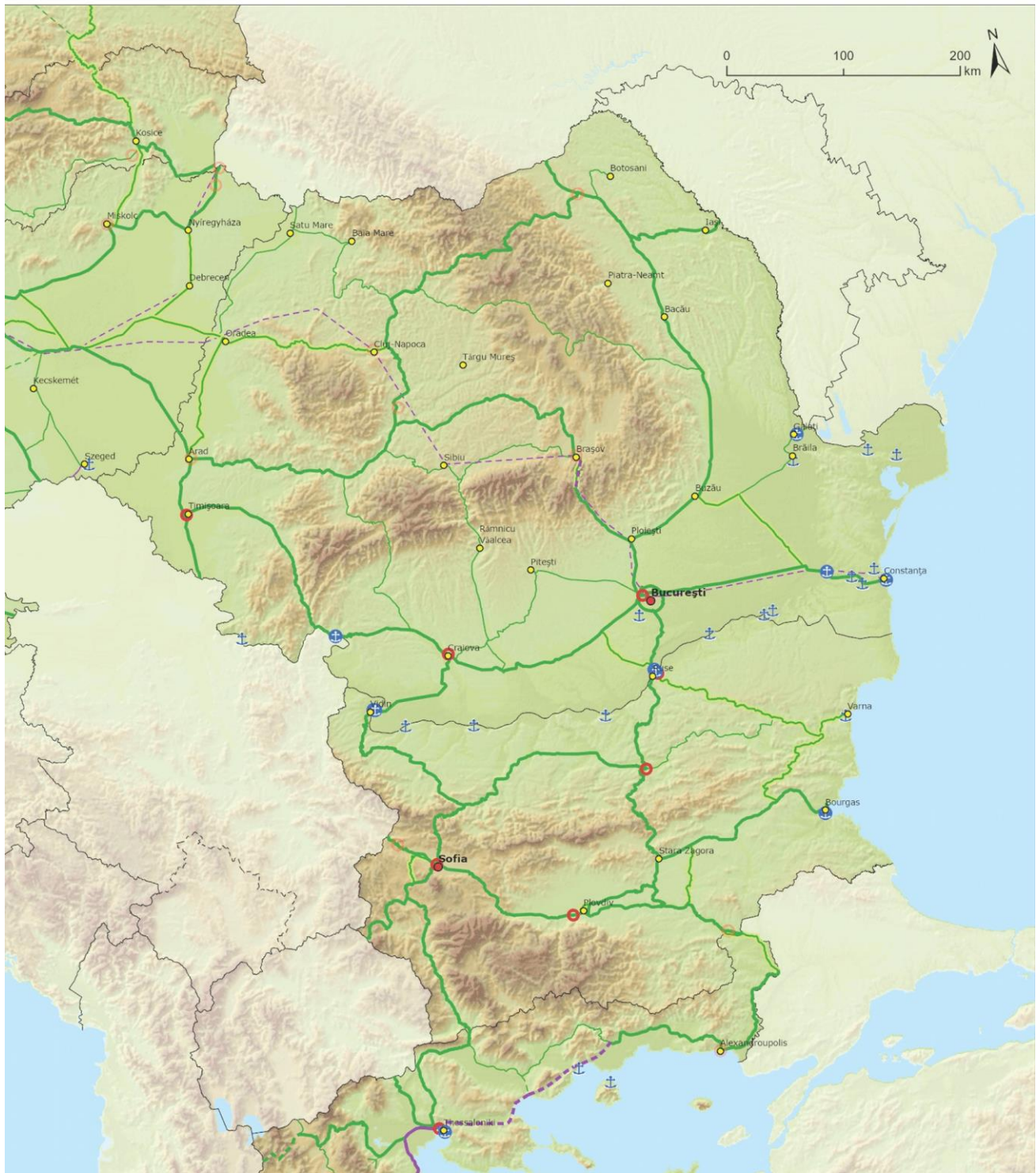
Core	Comprehensive	Core	Urban Nodes
Inland Waterways Inland Waterways / New Construction	Ports	Ports	Capitals Urban Nodes

TBN



Core, Extended Core & Comprehensive Networks: Rail freight, ports and rail-road terminals (RRT)

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> Anchor Anchor 	<ul style="list-style-type: none"> Ports RRT 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks: Rail Passengers, airports

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Railways Core	Railways Extended Core	Railways Comprehensive	Compr	Core	Urban Nodes
<ul style="list-style-type: none"> Conventional Conventional / New Construction ≥ 200 km/h ≥ 200 km/h / New Construction 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. 	<ul style="list-style-type: none"> Conventional Conventional / New Constr. ≥ 200 km/h ≥ 200 km/h / New Constr. Projected 	<ul style="list-style-type: none"> ✈ ✈ 	<ul style="list-style-type: none"> Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes



Core, Extended Core & Comprehensive Networks Roads, ports, rail-road terminals and airports

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Roads Core	Roads Extended Core	Roads Comprehensive	Comprehensive	Core	Urban Nodes
<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road/ New Construction 	<ul style="list-style-type: none"> Road Road / New Construction Projected 	<ul style="list-style-type: none"> Anchor Circle Plane 	<ul style="list-style-type: none"> Port RRT Airports 	<ul style="list-style-type: none"> Capitals Urban Nodes

Main changes

Rail

- We are proposing to realign the high-speed connection from Bucharest to Budapest through Bucharest, Brasov, Sibiu, Cluj-Napoca, Oradea towards Budapest, and to add it to the extended core network.
- We are proposing to make changes in alignments between Pitesti, Rammicu Vaalcea, Craiova and Caracal, where certain sections have been removed and replaced by others.
- We are proposing to add the connection to Botosani to ensure connectivity of this urban node.

Road

- We are proposing to add the connection from Cluj-Napoca to Baja Mara and Satu Mare with a cross-border connection to Hungary.

Inland waterways

- We are proposing to remove the planned inland waterway connection from Budesti to the east of Bucharest as the project is no longer pursued by Romania.

3. The transport nodes (airports, ports, terminals) and the urban nodes

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Arad	X				Comprehensive
Aiud					Comprehensive
Basarabi				Comprehensive	
Bacău	X	Comprehensive			
Baia Mare	X	Comprehensive			
Botoșani	X				
Brăila	X		Comprehensive	Comprehensive	
Brașov	X				Comprehensive
București	X	Core (Henri Coandă)		Comprehensive (1 Decembrie)	Core
Buzău	X				
Calafat				Core	
Călărași				Comprehensive	
Cernavoda				Core	
Cluj-Napoca	X	Comprehensive			Comprehensive
Constanța	X	Comprehensive	Core	Core	
Craiova	X	Comprehensive			Core
Drobeta-Turnu Severin				Core	
Galați	X		Core	Core	
Giurgiu				Core	
Iași	X	Comprehensive			
Mahmudia				Comprehensive	
Medgidia				Comprehensive	
Moldova Veche				Comprehensive	
Oltenija				Comprehensive	
Oradea	X	Comprehensive			
Ovidiu				Comprehensive	
Piatra Neamt	X				
Pitești	X				
Ploiești	X				
Râmnicu Vâlcea	X				

NODE NAME	URBAN NODE	AIRPORT	MARITIME PORT	INLAND PORT	RRT
Satu Mare	X				
Sibiu	X	Comprehensive			
Suceava		Comprehensive			Comprehensive
Tărgu Mureș	X				
Timișoara	X	Core			Core
Tulcea		Comprehensive	Comprehensive	Comprehensive	
Turda					Comprehensive

Airports

- No changes compared to the list in the 2013 TEN-T regulation.

Ports

- We are proposing to remove the maritime port of Sulina as it doesn't meet the volume criteria.
- We are proposing to remove the inland port of Bucharest the planned inland waterway connection is no longer pursued by Romania.
- We are proposing to remove the inland ports of Glina and Sulina because they don't meet the volume criteria.

Railroad terminals

- No changes compared to the list in the 2013 TEN-T regulation.

Urban nodes

- According to the methodology, all cities with a population over 100,000 inhabitants as well as one city per NUTS2 region will become TEN-T urban nodes. We are proposing 20 new urban nodes.

For more information:

- Efficient & Green Transport Package – visit [MOVE website](#)
- TEN-T maps – visit [TENTec](#)