Federal Ministry
Republic of Austria
Climate Action, Environment,
Energy, Mobility,
Innovation and Technology

Trans-European Network Transport

The basic ideas for a pan-European transport network for economic and transport connectivity in Europe date back to 1990. Over the years, this has developed into a multimodal and comprehensive network that is constantly being expanded according to comprehensible criteria (e.g. bottlenecks and missing links). The TEN-T network (Trans-European Network Transport) is therefore an instrument for the sensible and integrated development of a coherent and high-quality transport infrastructure throughout the EU. The network includes railways, inland waterways, short sea shipping routes and roads linking urban hubs, sea and inland ports, airports and terminals.

The overarching goal of the TEN-T policy is to create a standardised, high-quality EU-wide multimodal transport network. The focus here is on harmonising infrastructure standards, improving cross-border connections and closing gaps and bottlenecks on the existing network.

Legal basis

In the early 1990s, the then members of the EU decided to introduce a common infrastructure policy to promote the internal market and improve transport, energy and telecommunications networks. The legal framework for the TEN-T network was laid down in 1996 in Decision No. 1692/96/EC of the European Parliament and of the Council. Over the years, these TEN-T guidelines have been revised several times; the current version is Regulation No. 2024/1679. In parallel, the Connecting Europe Facility (CEF) regulates the allocation of Union financial support for the TEN-T networks (Regulation No. 2021/1153).

Structure of the TEN-T network

The TEN-T network is divided hierarchically into the core network, the extended core network and the comprehensive network. The requirements specified in the TEN-T regulation for the respective transport infrastructure must be fulfilled at different times depending on the network hierarchy. The high-level core network comprises the most important European transport links and hubs and must be completed by 2030. The extended core network is to be completed ten years later, in 2040. The comprehensive network connects all regions of the EU with the core network and must be completed by 2050. In Austria, the TEN-T network comprises:

- 3,028 km of railway infrastructure
- 1,827 km of road infrastructure
- 343 km of waterway infrastructure
- 6 airports
- 4 inland ports
- 8 multimodal freight terminals
- 9 urban nodes (state capitals)

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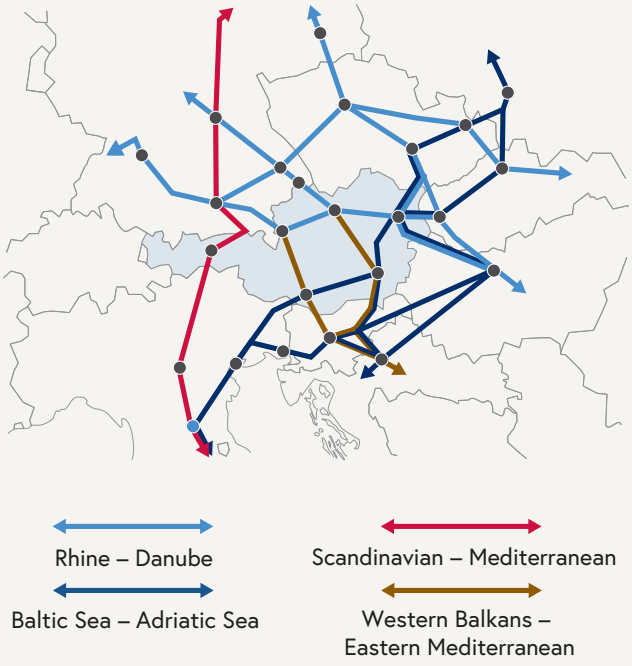
European transport corridors

Nine transport corridors (European Transport Corridors) and two so-called horizontal priorities (ERTMS, Motorways of the Sea) were defined as an instrument for implementing the core network. Four of these corridors currently run through Austria.

Figure 1 European Transport Corridors in Austria

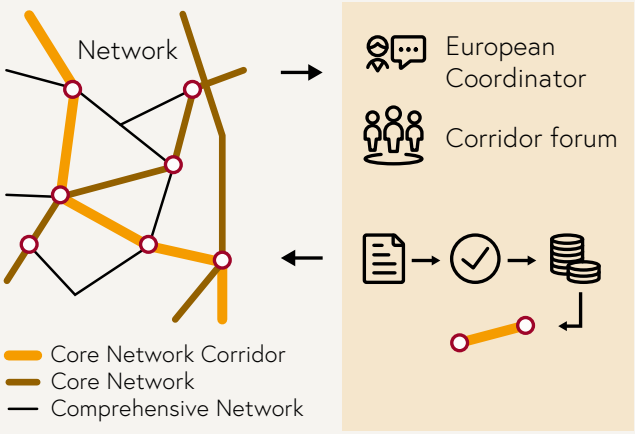


Realisation concept

Nine European Transport Corridors and two so-called horizontal priorities (ERTMS, European Maritime Space) were defined as an instrument for implementing the core network. A European coordinator will be appointed for each corridor and each horizontal priority to monitor and steer progress.

A corridor forum has also been set up as an accompanying measure, in which all stakeholders of a corridor (member states, infrastructure operators, regions, transport companies, etc.) are involved. The main European co-financing element is the Connecting Europe Facility CEF.

Figure 2 Realisiation concept



European funding for financing

The Connecting Europe Facility is the EU's financing instrument for investments in transport, energy and digital infrastructure. In the transport sector, the CEF is dedicated to the implementation of the TEN network, with the majority of funds reserved for projects on the core network corridors. A financial framework of around 30.4 billion euros has been set for the CEF for the 2014 to 2020 financial period, of which around 24 billion euros will be used for funding in the transport sector. For the period 2021–2027, the budget for the CEF transport policy amounts to 25.8 billion euros.

Until 2023, Austria has been awarded around 1.227 billion euros in EU funding for transport projects in Austria. The largest share of this is for the Austrian section of the Brenner Base Tunnel (604.75 million euros).

Legal notice
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