

# Public Consultation on Regulation (EU) No 1315/2013 on Union guidelines for the development of the trans-European transport network

Fields marked with \* are mandatory.

## Introduction

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### Context and purpose of the consultation

The EU holds responsibility on infrastructure policy - in the fields of transport, energy and telecommunications - since 1 November 1993. Accordingly, the Union shall contribute to the establishment and development of trans-European networks (TEN).

In the transport sector, Europe's TEN-T policy remains key in preventing obstacles to the free circulation of goods, services and citizens throughout the EU in a growing area without frontiers. It aims to boost economic, social and territorial cohesion between all Member States and their regions. More and more, it has become a transport infrastructure concept that extends to EU neighbours and is part of the cooperation with other areas of the world. Importantly, TEN-T policy is at the same time close to European citizens': enhancing accessibility of their home regions and providing connectivity with distant destinations.

Newer developments are going on in transport and other policy fields, which interact with TEN-T policy:

- Global transport flows are changing in volume and direction;
- Interconnection and interoperability between the modes of transport but also with energy and telecommunication networks, projects of common interest with other third countries as well as the UK's withdrawal from the EU will change the EU's "internal transport landscape"
- The transport system is undergoing a fundamental transformation – In the context of a long-term climate strategy the wider deployment of automation, digitalisation and clean vehicles is becoming a reality;
- Improving Military Mobility and dual-use (civilian and military) infrastructure across the Union making better use of our transport network, to ensure that military needs are accounted for when planning or updating certain infrastructure projects is also an important element.

Such developments will entail stronger association of infrastructure with issues such as infrastructure use, efficiency, enhancing mobility concepts or new social questions in transport. They will also call for stronger cooperation between Member States and a wide range of other actors – public and private ones. Not least, synergies between transport and the energy, digital and telecommunication sectors will increase.

Against this background, the Commission has decided to undertake a comprehensive evaluation of Regulation (EU) No 1315/2013 on Union guidelines for the development of the TEN-T.

This public consultation is designed to support the evaluation of the current Regulation by gathering the views of stakeholders. The Commission published on 13 September 2018 an [Evaluation Roadmap](#).

**The survey contains six sections:**

- A. General questions on Regulation 1315/2013
- B. The form of the TEN-T network
- C. The features of the TEN-T network
- D. Infrastructure use on the TEN-T network
- E. Implementation tools for the TEN-T network
- F. Further information

In case of questions and remarks, please contact: [MOVE-TEN-T-REVISION@ec.europa.eu](mailto:MOVE-TEN-T-REVISION@ec.europa.eu)

## About you

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\* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- Gaelic
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I am giving my contribution as

- \*  Academic/research institution
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- Consumer organisation
- EU citizen
- Environmental organisation
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- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

\* First name

Christine

\* Surname

LE FORESTIER

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\* Organisation name

*255 character(s) maximum*

FIEC - European Construction Industry Federation

\* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

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\* Country of origin

Please add your country of origin, or that of your organisation.

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- Djibouti
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- Argentina
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- Australia
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- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
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- Netherlands
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- Saudi Arabia
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- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
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- Svalbard and Jan Mayen
- Swaziland
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan

- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
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- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
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- Kenya
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- Kuwait
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- Tokelau
- Tonga
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- Tunisia
- Turkey
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Only your type, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.
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Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

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## A. General Questions on Regulation EU 1315/2013 on the TEN-T guidelines

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Over the years, TEN-T policy has grown into a genuine "European project" that gives direction to public and private investments – to achieve long-term benefits for society, such as accessibility and connectivity of states and regions as well as to facilitate economic development and exchanges in the internal market. Within the framework of the European Union's transport policy, TEN-T provides the basis for efficient, safe and sustainable transport operations. It is, therefore, directly interrelated with a wide range of EU actions on sectoral transport policies and it is a vital enabler of strategic transport policy objectives overall.

The TEN-T Guidelines establish eligibility for EU funding, notably under the Connecting Europe Facility and the Cohesion Fund. Priorities for TEN-T development, arising from the TEN-T guidelines, have been taken up in the corresponding funding legislation and been reflected in budget allocation procedures. In this respect, both "traditional" infrastructure projects (cross-border projects, railway or inland waterway projects, transport terminals etc.) and infrastructure components ensuring quality, efficiency, safety and sustainability of transport operations (intelligent transport systems, charging/refuelling for alternative fuels etc.) have been subject to EU funding.

Regulation (EU) N° 1315/2013 pursues a range of specific objectives, which can be grouped, into four main themes that were also used to structure this questionnaire: form of the network, features of network infrastructure, infrastructure use and implementation of the network.

- \* 1. In your view, how important is it to have a transport infrastructure policy at EU level?
- Very important
  - Important
  - Somewhat important

- Not important
- No opinion

Could you please explain briefly your answer?

*1000 character(s) maximum*

It is very important to ensure EU-wide coherency of the network for the connectivity and accessibility of all EU territories. It also helps increasing the quality of infrastructure. The EU Single Market can only function properly if it is supported by other EU policies. In addition to EU competition policies, these include, in particular, the infrastructure policy and transport policy of the EU. Without efficient transport links, the free movement of goods, people and services in the EU will not work properly. This would damage EU's competitiveness. In this respect, it is fundamental to have a budgetary framework adapted to the needs.

\*2. In your opinion, what should be the main focus of a transport infrastructure policy at EU level? (You may choose up to 5 options)

*at most 5 choice(s)*

- Establishing physical cross border infrastructures (railways, roads, inland waterways etc.)
- Removing physical and other bottlenecks in the network as a whole
- Facilitating the coherent and continuous EU wide deployment of innovative transport solutions (alternative fuels, intelligent transport systems etc.)
- Ensuring connectivity and accessibility of all regions of the European Union
- Facilitating multimodal transport chains (connecting ports, airports, rail-road terminals etc.)
- Ensuring EU wide quality infrastructure standards
- Improving dual-use (civilian and military) infrastructure
- Enabling the decarbonisation of transport (e.g. by a shift towards more sustainable modes of transport and to cleaner fuels)
- Other

\*3. Where do you see the greatest need for improvement/development in transport infrastructure policy to cope with the needs of today and of the future? (Please choose your three most important issues)

*between 3 and 3 choices*

- Enabling new transport and mobility solutions
- Further improving continuity of the TEN-T network and enabling a better use of existing infrastructure
- Speeding up the completion of the trans-European transport network
- Eliminating missing links in physical infrastructure (road, rail, inland waterway transport)
- Enhancing multimodal connecting points (ports, airports, rail-road terminals, urban nodes)
- Further advancing EU wide infrastructure standards
- Further improving cross-border connectivity for the transport of passengers and goods
- Stronger coordination between infrastructure development and transport operations
- Other

\* 4. What are the main benefits you would expect if infrastructure policy is made and guided at European level?

1000 character(s) maximum

The achievement of the core and comprehensive networks by 2030 and 2050 should remain the priority of the EU infrastructure policy. It allows more coherency, better transparency of the process and a better governance (i.e. funding of projects). A forward-looking policy will allow to achieve more quickly clean and climate-friendly mobility and maintain the competitiveness of EU's transport industry. Considering the ageing of transport infrastructure, in particular in Western European countries, it is important that EU also contributes to the maintenance of infrastructure of European interest (i.e. cross-border links, bridges, tunnels...). The network is not just about new infrastructure, but also the well-functioning of existing infrastructure, which requires regular maintenance. Urban nodes could also be better supported by the EU in the sense that they are key to multimodal connectivity. Finally, the development of new types of vehicles requires an adaptation of the infrastructure.

## B. Form of the TEN-T network

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The TEN-T network consists of a dual-layer structure. The **comprehensive network** represents the basic layer of the TEN-T and includes components for all transport modes – rail, road, inland waterway, air and maritime as well as their connecting points and corresponding traffic information and management systems.

The **core network** is a subset of the comprehensive network representing the strategically most important nodes and links of the trans-European transport network. It is multi-modal – i.e. it includes all transport modes and their connections as well as relevant traffic management systems. It has been structured using the nodes of highest strategic importance in the EU (urban nodes, seaports, inland ports airports, rail-road terminals) and connecting them to each other, following the corresponding main traffic flows.

The **core network corridors** are an instrument to facilitate the coordinated implementation of the core network. They cover the most important long distance transport flows on the core network and are intended, to improve cross- border links within the Union. Core network corridors cross at least two borders and involve at least three transport modes.

In this section we would like to hear your opinion on the adequacy of the form of the core and comprehensive TEN-T network to ensure the achievement of the objectives set in the TEN-T guidelines. This concerns in particular:

- Ensuring connectivity and accessibility of all regions of the Union (including remote, outermost, insular, peripheral, mountainous and sparsely populated areas), with the core and comprehensive networks;
- Ensuring coherent and continuous transnational links, without gaps and bottlenecks, for rail, road and inland waterway transport;
- Supporting inner-European and global maritime and air transport through port and airport infrastructure;
- Enabling multimodal transport chains through seamless connections between modes;
- Enabling smooth connections between long-distance and urban/regional transport for passengers and freight, i.e. enhancing "first/last mile legs" from/to origin/final destination;
- Ensuring an optimal interconnection and integration of especially the core network – with a view to high levels of efficiency, sustainability and decarbonisation;

- Connecting the TEN-T with neighbouring countries and where appropriate ensure interconnection and interoperability with other third countries.

\* 5. In your opinion, is the core network as designed currently (covering links and nodes), adequate to meet the needs of the transport sector and its users?

- Yes
- No
- No opinion

\* 6. In your view, are the TEN-T corridors a suitable tool to complete the TEN-T core network by 2030?

- Yes
- No
- No opinion

7. In your view, is the comprehensive TEN-T network adequate in terms of its required characteristics? (You may choose as many options as you consider appropriate)

	Yes	No	No opinion
Safety/Security	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability/adequacy of alternative fuel infrastructures	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Availability/adequacy of multimodal infrastructures	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Equipment for automated transport	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Equipment for Intelligent Transport Systems and digital mobility solutions	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\* 7.1. Does the comprehensive TEN-T network ensure appropriate complementarity with the core network as well as sufficient accessibility to all EU regions?

- Yes
- No
- No opinion

\* 8. In your opinion is it sufficiently clear how capacity bottlenecks and constraints are identified from the perspective of a European transport network approach?

- Yes
- No
- No opinion

If no, please explain how it could be improved!

*1000 character(s) maximum*

The identification of bottlenecks should also cover aspects linked to the ageing of the network.

## C. The features of the TEN-T network

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The TEN-T guidelines set certain standards and requirements for the infrastructure on the core and comprehensive network.

In this section, we would like to hear your opinion on the adequacy of the “features” set out in the TEN-T guidelines. This concerns in particular:

- Ensuring interoperability throughout the TEN-T, where appropriate through standardisation;
- Ensuring comprehensive coverage of 'telematics applications' (intelligent transport systems) and other innovative information/communication technologies for all modes and the interconnections between them to use infrastructure most efficiently and to enable high-quality user standards;
- Enabling low carbon and clean transport, as contribution to the EUs Greenhouse Gas emission' reduction objectives (e.g. through refuelling/recharging infrastructure for alternative fuels);
- Enabling the mitigation of noise emissions and other harmful impacts on citizens and the environment;
- Ensuring high levels of safety and security in transport as well as of infrastructure resilience (in view of climate change adaptation and natural and man-made disasters);
- Applying and stimulating innovative technologies and innovative operational concepts (support decarbonisation, enhance safety and security, improve operations and information provision on the network etc.) and thereby contributing to the 'innovation chain' by deploying Research & Innovation results and identifying R&I needs;
- Ensuring accessibility to TEN-T infrastructure for all user groups.

\* 9. Are the standards and requirements for all modes of transport (on infrastructure, interoperability, safety etc.) as set out in chapter II of the Regulation complete?

- Yes, they are complete
- They are mostly satisfactory
- They are somewhat unsatisfactory and lack essential elements
- No, they are not satisfactory
- No opinion

Could you please explain your answer?

*1000 character(s) maximum*

There is a lack of incentive towards the maintenance and upgrading of existing infrastructure. So, the rehabilitation of traffic routes and expansion of congested infrastructure should be tackled swiftly. Member States need to take their responsibilities and implement efficient national and cross-border infrastructure for all modes of transport.

\* 10. From your perspective, has the aim of fostering the uptake of alternative fuels and propulsion systems, set in the TEN-T Regulation, been achieved?

- Yes
- No
- No opinion

10.1. If no, what is still missing?

- Availability of infrastructure
- Interoperability of infrastructure standards
- There are not enough vehicles on the market that could make use of these systems
- Other

\* 11. In your view, has the aim of stimulating innovative technologies and operational concepts along the TEN-T been achieved?

- Yes
- No
- No opinion

\* 12. In your view, has the objective of mitigating noise emissions and other harmful impacts on citizens (accidents, pollution, congestion) on the TEN-T network been achieved?

- Yes
- No
- No opinion

\* 13. In your view, has the TEN-T regulation helped to promote modal shift (from road /air to rail and inland waterway transport)?

- Yes
- No
- No opinion

\* 14. In your view, has the TEN-T regulation helped to promote a clean and low carbon transport system overall?

- Yes
- No
- No opinion

If no, please specify

*1000 character(s) maximum*

In general, progresses have been made, but we are far from reaching this goal. This can be due to the low level of modal shift, as well as the slow renewal of the fleet. Innovative mobility, new propulsion technologies and multimodal transport solutions for smooth freight transport should be further developed.

\*

15. In your view, are urban nodes/cities sufficiently integrated in the TEN-T network (in terms of multi-modal connections, last mile passenger and freight connections, possibilities for seamless through-traffic etc.)?

- Yes
- No
- No opinion

If no, please specify

*1000 character(s) maximum*

The situation has improved for passengers, but it remains problematic for freight. In general, the EU infrastructure policy should better support urban nodes as they play an essential role in the realisation of the TEN-T.

## D. Infrastructure Use

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The TEN-T guidelines specifically aim to achieve a better and more efficient use of existing and new infrastructure while increasing the benefits for the users. This concerns in particular:

- Enabling attractive, sustainable and efficient transport and mobility services, in accordance with the needs and expectations of users in the passengers' and freight sectors;
- Strengthening the integration of TEN-T development and transport service-related policy action in fields such as rail freight corridors, promotion of sustainable and innovative freight transport/logistics chains as well as of seamless multi-modal chains for passengers, maritime and air transport;
- Enabling the increased use of 'sustainable transport modes'
- Enhancing the efficiency of infrastructure use/provision through pricing and other appropriate regulatory measures

\* 16. In your view, has the aim of enabling attractive sustainable and efficient multimodal transport and mobility services in accordance to users' needs in the freight transport sector been achieved?

- Yes
- Yes, Mostly
- Partly
- No, not at all
- No opinion

Could you please explain briefly your answer?

*1000 character(s) maximum*

The vast majority of freight transport is still made by road. The implementation of multimodal transport solutions without transshipment should be better supported by the EU. In particular, improvement of freight transport from ports to rail is necessary, especially for reasons of achieving the climate goals.

\* 17. In your view, has the aim of enabling attractive sustainable and efficient multimodal transport and mobility services in accordance to users' needs in the passenger transport sector been achieved?

- Yes
- Yes, Mostly
- Partly
- No, not at all
- No opinion

Could you please explain briefly your answer?

*1000 character(s) maximum*

The automation and electrification of the vehicle fleet and the use of real-time data could make public transport more attractive and more profitable.

\* 18. In your view, has the TEN-T regulation helped to increase the efficiency of infrastructure use and infrastructure provision in the EU?

- Yes
- Yes, Mostly
- Partly
- No, not at all
- No opinion

Could you please explain briefly your answer?

*1000 character(s) maximum*

It has provided a coherent strategy and framework which helped identifying priority projects and corridors. At the same time, it clarified EU's involvement strategy in this process.

## E. Implementation tools

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In order to support the implementation of TEN-T policy while involving a wide range of stakeholders and ensuring coherence with other EU instruments a number of implementation tools have been established in the TEN-T guidelines. In this section, we would like to hear your opinion on:

- The suitability of the core network corridors as an implementation instrument
- The coordination between TEN-T implementation and other EU instruments
- The usefulness of the European coordinators in supporting the implementation of the corridors

19. In your view, is there sufficient coherence between the TEN-T policy and other EU policies?

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	Yes	No	No opinion
Structural and cohesion policy	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sustainable urban mobility policy	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental policy	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic/trade policy	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social/employment policy	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cooperation with third countries policy	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

\* 20. In your view, is there sufficient coherence between the TEN-T policy and other current and upcoming transport policies objectives/trends (alternative fuels, new mobility patterns, sustainable urban mobility, automation etc.)?

- Yes
- No
- No opinion

\* 21. Are you familiar with the European coordinators?

- Yes
- No

21.1. If yes, do you perceive the European coordinators useful to facilitate and accelerate the implementation of the TEN-T core network?

- Yes
- No
- No opinion

\* 22. In your opinion, how realistic are the dates for completion of the core network in 2030 and the comprehensive network in 2050?

- Very realistic
- Moderately realistic
- Less realistic
- Not at all realistic
- No opinion

\* 23. Have you already used the European Commission's TEN-Tec system?

- Yes
- No

23.1. If yes, how would you rate the usefulness of the European Commission's TEN-Tec system, which provides statistical information and maps on the status of the TEN-T network?

- Very useful
- Useful
- Somewhat useful
- Not useful

No opinion

## F. Further information

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24. If you wish to add further information or comments - within the scope of this questionnaire - please feel free to do so here.

*3000 character(s) maximum*

The TEN-T is mostly looked at from the pure perspective of the Connecting Europe Facility action. Synergies between CEF and the Cohesion policy should be implemented, as CEF concentrates the bulk of its action on projects of European interest in the core network, while ERDF could better support projects of the comprehensive network and accessibility to the corridors from all EU regions.

Also, ERDF actions in the urban field could be better coordinated with urban nodes identified under the TEN-T.

For all of this, we need an appropriate budget for transport infrastructure in the next Multi-Annual Financial Framework post-2020, through CEF and ERDF. And in order to achieve both the core and comprehensive networks on time, Member States should be encouraged to invest more in these assets thanks to a greater flexibility of the Maastricht criteria.

Finally, the next TEN-T should also be well coordinated with other EU instruments linked to EU's neighboring and international policies.

25. Please feel free to upload a concise document, such as additional evidence supporting your responses or a position paper. The maximum file size is 1MB. Please note that the uploaded document will be published alongside your response to the questionnaire which is the essential input to this public consultation. The document serves as additional background reading to better understand your position.

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

## Contact

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