

## TEN-T: climate emergency revision

The current European policy on trans-European transportation networks is shaped by an outdated directive Trans-European Transport Network Policy (TEN-T 1315/2013) from 2013 and does not reflect the emergency climate situation we are inevitably facing.

This directive is regularly referred to at the national level across Europe by advocates of unsustainable transportation megaprojects (new airport runways or highways rather than railroads, etc.) and is an obstacle to cutting greenhouse gas emissions from transportation in Europe and to the development of sustainable transnational connectivity.

Its regular update is scheduled for 2023, but that is too late. We cannot waste four years. We must act now and prioritise those policies that reduce climate impact.

### Therefore, the European Green Party demands:

1. Immediate revision of the TEN-T network and TEN-T policy directive with regards to the climate crisis;
2. Absolute priority for railroad connections and night trains ahead of air and road transportation;
3. Further electrification of railways, the closing of "missing links" in trans-border rail and a swift implementation of the European Rail Traffic Management System (ERTMS);
4. Ending any further increase in airport capacities and ending public subsidies to aviation;
5. Economic and tax measures to reduce air traffic in Europe;
6. Integration of cycling infrastructures and pedestrian zones and walkways in international transportation hubs projects;
7. Integration of EuroVelo network in the TEN-T network;
8. Promotion of the intermodality and interconnectivity between all modes of transport available;
9. Implementation of affordable, accessible and good quality public transport for all.