

(English version)

**Question for written answer E-002017/19  
to the Commission  
Dominique Martin (ENF)  
(18 April 2019)**

**Subject:** 100 kilometres of motorway in Moldova for EUR 1 billion

The trans-European corridors <sup>(1)</sup> are priority axes for motorway and rail projects in Europe for the Commission. The Commission has even identified extension areas for these in Israel and Azerbaijan, which are non-European territories <sup>(2)</sup>. However, in Moldova a 100-km section of motorway has been identified by the Moldovan IDEP organisation at a cost of around EUR 1 billion <sup>(3)</sup>.

Does the Commission plan to subsidise the extension of the A8 corridor in Moldova towards Odessa on the Odessa-Chisinau-Ungheni axis <sup>(4)</sup>?

How much does the EU invest in these motorway and rail projects, which are located outside the Member States, under the aegis of the neighbourhood policy or of any other policy?

What is the effect of this on job creation for European workers?

**Answer given by Commissioner Hahn on behalf of the European Commission  
(5 July 2019)**

In January 2019, the EU extended the maps of the indicative core Trans European Transport Network (TEN-T) <sup>(5)</sup> to encompass the six Eastern Partnership (EaP) countries <sup>(6)</sup>. An extension of the indicative TEN-T network towards the Neighbourhood South countries is being prepared in the framework of the Union for the Mediterranean.

To support the extension of the indicative TEN-T network in the EaP, the Commission published an Indicative TEN-T Investment Action Plan <sup>(7)</sup> that identifies priority projects and investment needs to complete the indicative core TEN-T network within the EaP countries. In the Republic of Moldova and Ukraine, the plan identifies rehabilitation of parts of the section Ungheni-Chisinau-Kucirgan-Odessa, estimated at a cost of more than EUR 150 million.

The Commission is taking no firm funding commitment for projects listed in the plan. Investment needs in the Indicative TEN-T Investment Action Plan should be jointly met by the national budgets, loans from the International Financial Institutions, the private sector, as well as possible EU grants leveraging the loans.

From 2014-2019, the Neighbourhood Investment Platform for projects on the TEN-T in the Eastern Partnership provided grant funding of EUR 58 million. Since 2008, the EU provided EUR 100 million grant support in the Southern Neighbourhood for connectivity and urban mobility projects.

The motorway and rail projects, including the extension of the indicative TEN-T network, will enhance connectivity between the neighbourhood region and the EU and thus stimulate trade, economic opportunities and job creation for citizens inside and outside the EU contributing to the stability and prosperity of the EU and its neighbourhood.

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<sup>(1)</sup> [http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps\\_upload/corridors\\_png/Europe\\_Corridors\\_ALL\\_web19\\_05\\_2017.pdf](http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/corridors_png/Europe_Corridors_ALL_web19_05_2017.pdf)

<sup>(2)</sup> <http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/en/maps.html>

<sup>(3)</sup> Presentation by IDEP to Parliament on 2 April 2019.

<sup>(4)</sup> [http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps\\_upload/annexes/annex3/AnnexIII\\_RMoldova.pdf](http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/annexes/annex3/AnnexIII_RMoldova.pdf)

<sup>(5)</sup> The extension of the indicative TEN-T network entered into force on 9 January 2019 (Commission Delegated Regulation (EU) 2019/254) after a scrutiny by the European Parliament

<sup>(6)</sup> Armenia, Azerbaijan, Belarus, Georgia, Republic of Moldova, Ukraine

<sup>(7)</sup> [https://ec.europa.eu/neighbourhood-enlargement/sites/near/files/ten-t\\_iap\\_web-dec13.pdf](https://ec.europa.eu/neighbourhood-enlargement/sites/near/files/ten-t_iap_web-dec13.pdf)