

**Question for written answer E-008664/2014
to the Commission**
Rule 130
Philippe Juvin (PPE)

Subject: Poitiers-Limoges high-speed rail link

The *Mobilité 21* report submitted to the French Minister for Transport in June 2013 stated that the Poitiers-Limoges high-speed rail link was controversial in terms of the need for it and the issues involved, and that nothing justified it being classed as a top priority. A report published by the French Court of Auditors on 23 October 2014 stated that the high-speed line had been the subject of irrational political decisions and distorted profitability estimates. The report stated that *Réseau ferré de France*, the company that owns and manages France's railway network, had massively inflated the level of traffic on the high-speed line between Poitiers and Limoges. It also pointed out that profitability was likely to hit just 3%, meaning that subsidies of up to 80% could be needed to operate the line. The auditors' report also states that although the line is not a priority and is not financed, it is still going full steam ahead. The French Government has apparently bent to pressure from local authorities, ignoring cost-efficiency concerns.

The EU has decided to invest EUR 4 million of ERDF funding in the plans for this high-speed line, and there have been reports in the press of European co-financing for the link to the tune of EUR 200 million.

1. Is the EU intending to continue with its backing for this ill-conceived rail project?
2. How will the EU justify this expenditure to the European Court of Auditors and the European Parliament?