

**Question for written answer E-001075/2017
to the Commission**

Rule 130

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Subject: Ineffective investment in the Mediterranean Corridor

The Second Work Plan for the Mediterranean Corridor was published in December 2016. According to this document, the Mediterranean Corridor should be 'following the coastlines of Spain'¹.

In 2011, the Spanish Government included the railway line between Algeciras and Madrid in the Mediterranean Corridor, a section that is also part of the Atlantic Corridor². Since then, major investments have been made in this line, causing delays to the construction works for other key priorities of the coastline Mediterranean Corridor.

One of these investments is the High Speed Rail connection between Madrid and its airport, costing almost EUR 1 billion³. This type and level of investment has not been replicated on the coastal branch, even though Barcelona is the fastest growing airport in Europe⁴. The decision by the Spanish Government to invest heavily in only one branch of the Corridor is having a detrimental impact on the progress of the coastal branch, and the economic development of a region that is highly dependent on this infrastructure.

Is the Commission aware that key challenges of the Mediterranean Corridor are not being addressed due to the prioritisation by the Spanish Government of the Algeciras-Madrid branch? What will the Commission do in this context?

¹ <https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-med.pdf>, p.4 and p. 5.

² <http://www.lavanguardia.com/politica/20170209/414200762978/atocha-chamartin-fondos-corredor-mediterraneo.html>

³ <http://www.20minutos.es/noticia/2957084/0/cataluna-valencia-critican-estado-use-fondos-destinados-corredor-mediterraneo-para-hacer-obras-en-madrid>

⁴ http://cincodias.com/cincodias/2016/12/17/empresas/1481982911_838800.html