

**Question for written answer E-000470/2014
to the Commission**
Rule 117
Susy De Martini (ECR)

Subject: The Genoa-Milan railway line and the Ligurian rail network

Thanks to high-speed rail, it is now possible to travel from Rome to Milan in just under three hours — the same time it takes a commuter to travel from Genoa to Ventimiglia on a local train. However, whereas Rome and Milan lie roughly 600 kilometres from each other, the distance between the Ligurian capital and the city on the French border is just 147 kilometres. This shows that trains (both local and Intercity services) travel at very low speeds on the line running across Italy's Western Riviera, and the situation is made even worse by the fact that there is only a single track for around 50 kilometres of this line. The presence of a single track can no longer be tolerated, since it often results in delays on the only line that connects the region with France (with the disruption caused by a landslide on 17 January 2014 being the most recent example). This is making it extremely difficult for Liguria — a region that is highly dependent on tourism — to develop, and is also creating misery for thousands of local people who commute between Genoa, Ventimiglia and France on a daily basis.

It's a similar story for the line running from Genoa to Milan (where Expo 2015 will be held). The journey time between these cities is currently around two hours (ten minutes more than it was a century ago!), which is simply unacceptable given that they are only 150 kilometres apart, and every year ticket prices are unjustly increased.

Indeed, the price of 11 cents per kilometre applies to the whole national network, regardless of the speed of the service or of the type of railway line travelled on.

In light of the above, can the Commission clarify:

1. whether such unequal treatment, for which passengers are forced to bear the brunt, breaches the European legislation on rail passengers' rights, and in particular the right to not be discriminated against in terms of access to transport on the basis of Regulation (EC) No 1371/2007;
2. whether Liguria's underdeveloped railway infrastructure goes against the inspiring principles set out in the communication from the Commission of 17 September 2010 concerning the development of a Single European Railway Area [COM(2010)0474];
3. whether it is aware of the major disparities that exist in northern Italy and especially along the Tyrrhenian Coast, and whether it plans, as a result, to take any measures in order to level out these disparities, and whether such measures could be incorporated within the scope of the Seventh Framework Programme in the event that funds are available for modernising this rail network?