

**Question for written answer E-007600/2017
to the Commission**
Rule 130
Arne Gericke (ECR)

Subject: Railway noise and the expansion of the EU Rotterdam-Genoa corridor

The Rotterdam-Genoa rail freight corridor (EU Corridor 24) has been one of the most important transport links in Europe for centuries, and remains so to this very day. Around 700 million tonnes of freight are transported along this corridor every year, which constitutes approximately half of the total freight carried between the north and south of Europe. The volume of goods transported along the corridor is set to double by 2020. However, despite the fact that the EU is running the corridor as a priority TEN-T project (Railway axis Lyon/Genoa–Basel–Duisburg–Rotterdam/Antwerp), and as a component of Europe's core railway network, Germany and Deutsche Bahn are lagging behind in these expansion plans.

1. Does the Commission believe that Germany and Deutsche Bahn are failing to deliver on the expansion of the Rotterdam-Genoa route as also agreed upon in bilateral State Treaties? If so, does it have the means to counteract this?
2. In the Commission's view, are EU noise targets for the existing railway route, e.g. in the central Rhine Valley, being met?
3. Is the Commission aware of plans within Germany's 2030 Federal Transport Infrastructure Plan (BVWP) to build a 'Rhine Valley tunnel system', and does it support incorporating it into the TEN-T network?