

**Question for written answer E-003264/2021
to the Commission**

Rule 138

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Subject: Mediterranean Corridor track between Algeciras and Alicante

The Mediterranean Corridor (MC) between Alicante and Algeciras presents an orography that makes the railway practically unviable for rail freight transport¹.

The maximum slopes along some segments of this route are 28 thousandths in its northern direction, and 27 thousandths in its southern direction, which makes the transit of heavy convoys extremely difficult. This section of the Iberian Peninsula is therefore the most mountainous of the Mediterranean Corridor².

A solution envisaged by the Spanish Transport Ministry is to include double traction, but this adds costs, which makes it unfeasible for heavy freight rail transport. The cost for the use of high-performance track in standard international gauge, as required for the Mediterranean Corridor, is 10 times higher than that of the Iberian gauge, with price levels of more than EUR 2 per train-km, which makes the railway unfeasible to be competitive in these corridors. Spain's Recovery and Resilience Plan envisages more than EUR 6.6 billion for both the Atlantic and the Mediterranean Corridors³.

1. Does the Commission consider that making shorter trains or having more traction power is a solution?
2. Does it consider that this complies with Regulation (EU) No 1315/2013 of 11 December 2013 on Union guidelines for the development of the trans-European transport network, and in particular Article 17(2)⁴?

¹ <https://www.lavanguardia.com/local/valencia/20210114/6181908/trazado-corredor-mediterraneo-algeciras-valencia-empresarios.html>

² <https://elmercantil.com/2021/06/14/el-corredor-mediterraneo-entre-alicante-y-algeciras-sera-inoperante-para-mercancias/>

³ https://www.lamoncloa.gob.es/temas/fondos-recuperacion/Documents/30042021-Plan_Recuperacion_%20Transformacion_%20Resiliencia.pdf

⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32013R1315>