

Question for written answer E-004453/2021
to the Commission
Rule 138
Laura Ferrara (NI)

Subject: Revision of the regulation on the TEN-T Core Network and the Calabrian Ionian area

On the eve of new EU policies, based on the green and digital transition, the TEN-T revision guidelines will need to take into account the smart and sustainable mobility objectives.

More specifically, as highlighted in its answer to question P-006905/2020, during its revision of the TEN-T Regulation the Commission will assess whether any update of the methodology is needed in order to achieve the relevant objectives (Document 52013SC0542).

The TEN-T network is supposed to ensure economic, social and territorial cohesion and accessibility to all parts of the EU, including the most remote areas, thereby boosting economic growth and reducing inequalities. Many take the view, therefore, that the move of at least the Taranto-Crotone Ionian section from the comprehensive network to the core network can no longer be postponed, as demanded by associations such as the Magna Graecia Committee.

In view of this:

1. Can the Commission say whether and how it intends to update the methodology used to achieve the objectives of the TEN-T policy in order to ensure the accessibility and connectivity of all European areas, including the Calabrian Ionian area?
2. Will it review the requirements relating to the identification of the main nodes of the core network for passengers and freight traffic, given that the area in question is optimal, from a logistics point of view, for trade and flows from the East to continental Europe?
3. Does it think that plans to improve accessibility to the Calabrian Ionian area might be regarded as providing added value to the core network?