

**Question for written answer E-003303/2022
to the Commission**

Rule 138

Izaskun Bilbao Barandica (Renew)

Subject: Fulfilment of investment commitments to complete the main TEN-T network on time

The French government has confirmed priorities in its rail investments (Perpignan-Montpellier) which differ from those approved in the latest revision of the trans-European transport network.

On the Iberian side, work on the cross-border rail connection along the Atlantic axis is envisaged to be completed in 2027. This section will eliminate a 'cross-border bottleneck', facilitate intermodality and reduce traffic congestion, but its impact will be lessened if the French section is not built.

This week, Portugal announced a change of priorities to refocus its investments on the Atlantic axis. These decisions emphasise the problems of implementation and consequent return on TEN-T investment highlighted by the Court of Auditors in its report of 16 June 2020 entitled 'EU transport infrastructure: speeding up the implementation of megaprojects to generate the network effect within the planned lead times'.

1. Does the Commission agree that the changes referred to above run counter to the priorities adopted under TEN-T?
2. What measures can the Commission take to remedy this situation?
3. Is there any data on the impact these decisions can have on meeting European climate change objectives?