

**Question for written answer E-004119/2022
to the Commission**

Rule 138

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Subject: European standard nominal track gauge (1 435 mm) in Portugal

The Portuguese rail network primarily uses Iberian track gauge (1 668 mm). In November 2022, the Portuguese Government presented a National Rail Plan, which includes new lines, such as a new Lisbon-Porto high speed line, to be built using Iberian track gauge. In the document setting out the plan, the Portuguese Government recognises the 'undeniable advantages' of migrating to standard track gauge (1 435 mm), but says that 'the scope of this plan does not include that migration'.

However, the Commission's proposal (COM(2021)0812) of 14/12/2021 and amended proposal (COM(2022)0384) of 27/07/2022 state that differences in railway track gauge considerably restrict rail interoperability throughout the European Union. They propose that all Member States with a land rail connection with other Member States include a requirement to build all new TEN-T railway lines with a European standard nominal track gauge of 1 435 mm and also to develop a migration plan for all existing lines of the European Transport Corridors. These plans must be implemented by 2030 (core network), 2040 (extended core network) or 2050 (comprehensive network).

Will the Commission provide EU funding for projects in Portugal's National Rail Plan that do not incorporate migration to 1 435 mm track gauge?

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