

**Question for written answer E-000606/2023  
to the Commission**

Rule 138

**Izaskun Bilbao Barandica** (Renew)

**Subject:** Failure to meet investment commitments in the priority section of the TEN-T core network

The French Government has published a railway investment plan that fails to comply with the priorities and commitments set out in the Trans-European Transport Network (TEN-T) Regulation and agreements announced at a recent bilateral summit between Spain and France. The document, which caused some surprise within the Spanish authorities given the above-mentioned summit, delays until 2042 the construction of a section of the Atlantic corridor forming part of the core network, connecting the Iberian Peninsula with the rest of the continent via Biriadou. This work is still considered part of the core network in the current version of the TEN-T 2021/0420(COD) document and is one of the sections analysed – because of the impact of its delay – in the European Court of Auditors' 2020 report on railway investments. The section reduces congestion, facilitates intermodality and eliminates a cross-border bottleneck and is therefore a priority according to Parliamentary Resolution 2019/2192(INI).

1. Does the Commission believe that this decision runs counter to the objectives guiding the TEN-T revision?
2. Is the Commission aware of France's reasons for not making this investment and will it share this information?
3. What measures will be implemented to mitigate the effects of this decision?

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