

**Question for written answer E-001712/2023/rev.1
to the Commission**

Rule 138

Ana Miranda (Verts/ALE)

Subject: Reopening of the Pau-Zaragoza railway line via Canfranc

In February 2022, the Government of the Autonomous Community of Aragon, in Spain, and the metropolitan region of New Aquitaine, in France, signed a declaration on the reopening of the Pau-Zaragoza railway line via Canfranc and the creation of a European Economic Interest Grouping (EEIG). The draft plan is at the study phase, and one part has already received financing from Aragon and Spain, with EUR 82 million invested in upgrading the tracks, and another part is financed by New Aquitaine. It is estimated 29 000 passengers will travel on the line within France per year, along with some 174 000 international passengers, while freight will make up 6-11%. Despite this, in January the French Ministry of Transport published a report by its Advisory Council on Infrastructure, according to which it was not considering making any investment in the reopening in the near future.

In view of the above:

1. Will the European Commission intervene and hold the French Government accountable for its shelving tactics with regard to the project to reopen the Pau-Zaragoza railway line via Canfranc, which is of crucial importance to Aragon and New Aquitaine?
2. Does the Commission expect to fund this stretch of railway as part of its short-term strategic planning?
3. Does the Commission consider Aragon and New Aquitaine to be relevant interlocutors in choosing their future?

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