

Question for written answer E-004034/2025
to the Commission
Rule 144
Sophia Kircher (PPE)

Subject: Intermodal terminal infrastructure needed for the shift to rail

One of the goals of the Commission's sustainable and smart mobility strategy is to double the amount of rail freight by 2050. The success of this modal shift policy depends on effective and extensive intermodal terminal infrastructure that enables the efficient transfer of goods between road and rail.

However, according to the European Court of Auditors, there are shortcomings in density, capacity and the availability of required information about terminal use. These shortcomings jeopardise the competitiveness of rail freight and the achievement of the Commission's modal shift objectives.

1. How does the Commission view the current availability of terminals and terminal capacity, and to what extent does it see a need for new construction or capacity expansion along the Scandinavian-Mediterranean (ScanMed) corridor?
2. What objectives and criteria is the Commission targeting in the planning and promotion of freight terminals in Europe, and are there already concrete plans, targets or timelines for new sites?
3. What measures is the Commission taking and what financial means is it using to ensure that terminals that perform well enough to fulfil the modal shift objectives are available in the Member States by 2030/2050?

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