

Question for written answer E-000506/2026
to the Commission
Rule 144
Emmanouil Fragkos (ECR)

Subject: Optimising transport routes in favour of Greek exports and designing new trade corridors

Reports by the Transport Community and related European analyses on the development of the TEN-T network in the Western Balkans demonstrate persistent gaps in infrastructure, maintenance, interoperability and operational performance, especially on the railway, which limit the competitiveness of cross-border transport. At the same time, international organisations point out that low investment and inadequate maintenance contribute to the reduced use of rail freight transport in the region.

This situation also has direct economic consequences for EU Member States. In particular, the Greek economy and export businesses are being tested by delays, increased logistics costs and limited reliability of cross-border connections to Central and Eastern European markets, which undermines the competitiveness of Greek products. Addressing these difficulties is directly linked to the strategy for optimising regional connectivity and the effective extension of the TEN-T.

In view of this:

1. Does the Commission intend to promote new trade corridors, intermodal connections or regular international trains in the Balkans that would directly boost the flow of exports from Greece?
2. Which missing links does the Commission consider a priority (such as Corridor VIII and Corridor X) and what is the time frame for funding through CEF, WBIF or IPA III?
3. How will measurable reliability, speed and interoperability targets be ensured for the benefit of economic convergence and the competitiveness of the Member States in the region?

Submitted: 8.2.2026