

Question for written answer E-003429/2026
to the Commission
Rule 144
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Subject: Delays with the Navarro Corridor and completion of the Trans-European Transport Network's core network

The Navarro high-speed rail corridor is part of the Trans-European Transport Network (TEN-T), falling within the Atlantic Corridor and the TEN-T core network, which is to be completed by 2030. It connects Plasencia de Jalón in Zaragoza with the 'Y Vasca' railway line and is strategic for European rail transport. At 213.9 km long and with a planned investment of EUR 1.8425 billion, it strengthens the rail connection with Europe and its main logistics hubs.

However, considerable delays are piling up. Construction has still not started on the Zaragoza-Castejón section (82.3 km), despite the fact that the tender for the informative study was awarded in 2018. On the Castejón-Pamplona section (65.2 km), 50 % of the track bed has been finished, 30 % is under construction and studies are being carried out for the remaining 20 %. Construction has yet to start on either the Campanas-Zuasti (24 km) or Zuasti-Y Vasca (42.4 km) sections, and there are still two possible route options for the Zuasti-Y Vasca section. Altogether, construction has not started on three of the four sections.

In light of the above:

1. Does the Commission consider this level of implementation to be compatible with the 2030 deadline for completing the TEN-T core network?
2. What timeline, milestones and funding has Spain announced for the completion of the 213.9 km in question?
3. What action does the Commission intend to take to ensure compliance with Regulation (EU) 2024/1679 and to prevent the delays from compromising the continuity of the Atlantic Corridor?

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