

**Question for written answer E-003868/2026
to the Commission**
Rule 144
Majdouline Sbai (Verts/ALE)

Subject: Continuing deterioration of the high-speed train service between Lille and Brussels

The high-speed link between Lille and Brussels has been in steady decline for almost a decade. In 2015, commuters still had four direct trains departing from Brussels after 18:00. In January 2026, the last direct train of the day was brought forward to 18:00 (since then it has temporarily been pushed back to 18:09). This situation makes it extremely difficult, if not impossible, to commute for work between the two cities. Most importantly, according to a calculation tool made available by the French Agency for Ecological Transition (ADEME), the Lille-Brussels route is about fifty times less polluting by train than by petrol/diesel car¹.

1. What action does the Commission intend to take in response to this deterioration in order to maintain the quality of service objectives in connection with the TEN-T Regulation, the recommendations of the Letta report on reducing the border effect and European climate objectives?
2. What resources does it intend to devote to enhancing the connection between Brussels and Lille, the city that has been chosen as the headquarters of the European Union Customs Authority?
3. What technical or regulatory solutions could the Commission put in place to reinstate a proper stop in Lille for Eurostar services between Brussels and London?

Submitted: 25.9.2026

¹ <https://impactco2.fr/outils/transport>.