

(English version)

**Question for written answer E-001648/24
to the Commission
Vicent Marzà Ibáñez (Verts/ALE)
(6 September 2024)**

Subject: A two-speed line on the Zaragoza-Teruel-Valencia section of the TEN-T network and the possible effects thereof on the connectivity of the Cantabrian-Mediterranean Corridor

Regulation (EU) 1315/2013 provided for the upgrading of the Zaragoza-Teruel-Valencia rail connection into a high-speed line within the TEN-T network. However, the newly enacted Regulation (EU) 2024/1679 classes the Teruel-Sagunto section as a conventional line, while the Teruel-Zaragoza section would appear to maintain its high-speed status. This raises concerns as to the future of the Cantabrian-Mediterranean corridor, the true intentions for this axis and the connectivity and operability of the line as a whole, especially since a high-speed corridor was promised two decades ago but is yet to materialise.

In view of this:

1. Can the Commission give the reasons for these two speed classifications on this line and say why the new regulation considers the Teruel-Sagunto section to be 'conventional'?
2. Does it have any information on the Spanish railway authority's possible intentions to abandon the proposal in favour of a double-track corridor for this section?
3. What does it intend to do to ensure that the Teruel-Sagunto section is not reduced to an electrified single track, and what consequences does it expect this proposed route to have for the connectivity of the Cantabrian-Mediterranean corridor and for goods transport between the Sagunto-Teruel nodes?

Submitted: 6.9.2024

**Answer given by Mr Hoekstra on behalf of the European Commission
(13 November 2024)**

The overall vision behind the revised the trans-European transport network (TEN-T) Regulation ⁽¹⁾ which was adopted by the European Parliament and the Council in July 2024 is to create a fully interoperable rail freight network and a high-performance rail passengers' network.

The full section between Zaragoza-Teruel-Sagunto belongs to the Mediterranean corridor and is part of the core network in Spain. Therefore, Spain shall develop a high-quality infrastructure according to the TEN-T requirements including electrification, 22.5 tonnes axle load, infrastructure able to accommodate 740 meters long trains, minimum loading gauge, the European Rail Traffic Management System (ERTMS) deployment as well as minimum speed of 160 km/h for passenger trains on the passenger lines and 100 km/h for freight trains. The deadline set by the TEN-T Regulation for the completion of the railway section according to the TEN-T standards is 2030.

The double speed characteristic of the line results from the fact that the section between Zaragoza and Teruel will operate at speed at least 200 km/h, whereas the section between Teruel and Sagunto is planned to be operated at minimum 160 km/h due to frequency, scarce population and difficult topography.

The Commission is not aware about possible plans of the Spanish railway authorities to abandon double-track characteristics of this line.

⁽¹⁾ Regulation (EU) 2024/1679 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32024R1679>