

(English version)

**Question for written answer E-000924/25
to the Commission
Siegbert Frank Droese (ESN)
(5 March 2025)**

Subject: Funding and prioritising of the Rail Baltica project

1. What is the Commission's view of the increasing costs of and delays to the Rail Baltica project in relation to other infrastructure projects in the EU that are possibly more urgent?
2. What tangible measures are being taken to ensure that Rail Baltica actually delivers the projected economic benefits and does not turn into another highly subsidised large-scale EU project with questionable added value?
3. To what extent does the Commission take into account Member States' interests and financial resilience, especially in the light of current economic challenges, when it prioritises infrastructure projects?

Submitted: 5.3.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(13 June 2025)**

1. The Commission considers the Rail Baltica project one of the flagship projects on the trans-European transport network (TEN-T) because it would finally allow to connect the Baltic states to the single European railway area. This is crucial for the regions' economic growth, cohesion and now more than ever, its security and defence. For the Commission, Rail Baltica is the most urgent transport infrastructure project in the Baltic States to be implemented.
2. In the Baltic states, the Rail Baltica project is managed by RB Rail joint venture and Estonia, Latvia and Lithuania authorities. The Baltic states cooperate closely, including through the RB Rail, to ensure the success of Rail Baltica. The project partners monitor the costs and expected benefits. They are also responsible for the respective railway market and ensuring that rail traffic can start as soon as the line is operational. The Commission follows the project implementation and has always encouraged the organisations involved in the implementation to use the most cost-efficient solutions. There are frequent audits, and the European Climate, Infrastructure and Environment Executive Agency and the European Coordinator for the North Sea Baltic corridor monitor the project.
3. The co-legislators identified the infrastructure priorities of the trans-European transport network (TEN-T) until 2050 in TEN-T Regulation ⁽¹⁾ to ensure consistency and predictability. They identified Rail Baltica as a major cross-border missing link ⁽²⁾. The applicable regulation also considers financial constraints and the fiscal rules of the EU to safeguard the financial stability and resilience of Member States apply.

⁽¹⁾ https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202401679.

⁽²⁾ Connecting Europe Facility (CEF) Regulation: <https://eur-lex.europa.eu/eli/reg/2021/1153/oj/eng>.