

EN

E-003492/2025

Answer given by Mr Tzitzikostas
on behalf of the European Commission
(28.11.2025)

1. Maintenance and structural works are needed in particular to ensure the road safety of the infrastructure and to prolong its useful lifetime. They will therefore have a positive effect for the single market in the long term, even if they require temporary closures and shifting of the traffic on alternative routes in the short term, with the associated consequences mentioned by the Honourable Member.

2. The Commission is fully engaged in the construction of the Mont Cenis railway tunnel situated on the trans-European transport (TEN-T) core network between Lyon and Turin. It will be opened in 2033 and will allow for a modal shift towards railways alleviating the road traffic via available road tunnels of Fréjus and Mont Blanc.

3. Article 11 of the Transport Protocol to the Alpine Convention¹, to which the Honourable Member refers, limits the construction of new, large-capacity roads for transalpine transport. It is not planned to revise this provision which ensures the right balance between transport needs and environmental protection.

¹ Protocol on the implementation of the 1991 Alpine Convention in the field of transport-Transport protocol (OJ L 323, 8.12.2007, p. 15).