

EN

E-003515/2025

Answer given by Mr Tzitzikostas
on behalf of the European Commission
(23.12.2025)

1. and 2. The Commission is of the view that a common package of measures on the Brenner motorway is the best long-term solution. The Commission is available to resume negotiations should the Member States concerned wish to agree on such a common package. The closure of the Mont Blanc tunnel, mentioned by the Honourable Members, is imputable to maintenance and structural works. Such works, as well as those related to the Fréjus tunnel, are necessary for road safety reasons and in order to prolong the useful lifetime of the infrastructure. They will have a positive effect for the single market in the long term. However, the Commission supports the initiative of several Alpine States to better coordinate road and rail maintenance and structural works to ensure sufficient capacity at the Alpine crossing at any given time. At this stage, the Commission does not plan to revise the Transport Protocol of the Alpine Convention which ensures the right balance between transport needs and environmental protection.

3. The Connecting Europe Facility (CEF) supports the implementation of the trans-European transport network (TEN-T), including key trans-Alpine corridors. Under the proposed CEF programme for 2028–2034¹, with a transport budget of EUR 51.515 billion, funding will continue to be awarded through competitive calls for eligible projects, including cross-border Alpine transport infrastructure. In addition, CEF can be combined with other EU instruments to leverage private investments and accelerate the delivery of resilient and sustainable connections.

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025PC0547>.