

(English version)

**Question for written answer E-004468/25
to the Commission**

**Valentina Palmisano (The Left), Pasquale Tridico (The Left), Gaetano Pedulla' (The Left), Danilo Della Valle (The Left),
Dario Tamburrano (The Left), Giuseppe Antoci (The Left), Carolina Morace (The Left), Mario Furore (The Left)**
(11 November 2025)

Subject: Failure to include southern Italy in the TEN-T high-speed network

An analysis of the European infrastructure plan up to 2030 ⁽¹⁾ shows that the regions of southern Italy, and particularly Calabria, Basilicata, Puglia and Sicily, have been excluded from high-speed rail network development priorities. This is liable to widen the territorial divide and restrict the socioeconomic cohesion of the Union.

This exclusion appears to conflict with Article 170 TFEU, which sets out the EU's obligation to promote cohesion and the connection of island, peripheral and less developed regions, and with Regulation 2024/1679 on TEN-T guidelines, which sets completion of the core network at 2030 and of the extended network at 2040, and provides for active participation by all regions.

The failure to include southern Italy could jeopardise local economic development, sustainable mobility and full realisation of territorial cohesion objectives, and is liable to create a 'two-speed Europe'.

In view of the above, can the Commission state:

1. What objective criteria were adopted when establishing the priorities for the core TEN-T network and how do these reflect Article 170 TFEU and the principle of territorial cohesion?
2. Are updates planned to the mapping of the core corridors and the extended TEN-T network that include strategic infrastructure in southern Italy?
3. What concrete measures does the Commission intend to take to ensure equal infrastructure opportunities and prevent the creation of a two-speed Europe?

Submitted: 11.11.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(20 January 2026)

The communication of the Commission 'Connecting Europe through High-Speed Rail' ⁽¹⁾ that was published on 5 November 2025 builds on Regulation (EU) 2024/1679 ⁽²⁾, known as the TEN-T Regulation, which defines the trans-European transport network and aims to accelerate the development of high-speed rail across the continent.

The map published in the press merely shows a snapshot of a very few capital-to-capital connections and not the entire high-speed plan.

Figure two of the same Communication and, in more detail, the accompanying Staff Working Document ⁽³⁾ show the high-speed rail network in all EU regions and major cities, including Calabria, Basilicata, Puglia and Sicily.

The plan does not propose nor entail any changes to the TEN-T Regulation and fully adheres to the objectives of sustainability, cohesion, efficiency and user benefits set therein, in line with the provisions of Article 170 of the Treaty on the Functioning of the European Union.

¹ <https://www.lacnews24.it/economia-e-lavoro/alta-velocita-anche-leuropa-si-ferma-a-eboli-nel-piano-fino-al-2030-il-sud-e-tagliato-fuori-s791gmkw>

⁽¹⁾ https://transport.ec.europa.eu/document/download/774e79c9-1ece-4514-8f16-a2b98049c82e_en?filename=COM_2025_903_HSR.pdf.

⁽²⁾ <https://eur-lex.europa.eu/eli/reg/2024/1679/oj/eng>.

⁽³⁾ https://transport.ec.europa.eu/document/download/c814d78c-1867-4efc-87aa-d1af34ae253f_en?filename=SWD_2025_960_HSR_maps_tables.pdf.