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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(13.3.2026)

The Commission's Communication on High-Speed Rail (HSR) published 5 November 2025¹ focuses on railway connections between major cities in Europe and covers most regions along the European Transport Corridors. It thus contributes to the cohesion objective of the trans-European transport network (TEN-T) Regulation², by ensuring accessibility and connectivity across the EU. It also aims to linking regional rail services and public transport to high-speed rail ensuring that all regions benefit from HSR investments.

As can be seen from its Annexes³ the Communication covers the entirety of the European transport corridors, including those in Scandinavia. It envisages minimum ambition for a HSR network according to the speeds set in Annex 3 of the TEN-T Regulation and encourages Member States to aim for higher speeds where possible and economically viable. However, it remains the Member States responsibility to implement such projects.

Also, other parts of the network should benefit from major infrastructure investments on the TEN-T HSR network. Night trains and rail freight should benefit from the proposed improvements to capacity coordination, track access charges, vehicle authorisation and rolling stock financing. In addition, the Commission intends to tackle infrastructural, commercial and technical barriers, including rolling stock availability and access to service facilities.

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.