

(English version)

Question for written answer E-000662/26
to the Commission
Borja Giménez Larraz (PPE)
(16 February 2026)

Subject: Sant Vicenç de Calders-Tarragona–Nudo de Vila-seca subsection of the Mediterranean Corridor’s Castellbisbal-Murcia stretch

On 28 January 2025, the European Parliament’s Committee on Petitions (PETI) asked the Commission, by means of petition No 1098/2024 for information on the Sant Vicenç de Calders-Tarragona–Nudo de Vila-seca subsection of the Castellbisbal-Murcia stretch of the Mediterranean Corridor and to provide the following, if available: the environmental impact assessment carried out by ADIF and the Ministry of Transport for the project in question; actual measures to avoid the risks associated with launching a third rail for people, heritage and the environment; an alternative route than that currently envisaged, away from populated settlements.

PETI states that it has not yet received this information to forward onto the petitioners, which also prevents it from assessing the situation.

I ask:

1. Does the Commission know why the Spanish authorities have not yet provided the information requested, and does it intend to strongly urge them to send the required information without delay?
2. Bearing in mind the obligations arising from European legislation on the TEN-T and the consequences of climate change, will the Commission urge the authorities to carry out and communicate specific impact assessments for this infrastructure?
3. In the event that shortcomings in compliance with applicable EU rules are detected, what measures does the Commission intend to take?

Submitted: 16.2.2026

Answer given by Mr Tzitzikostas on behalf of the European Commission
(29 April 2026)

The conventional line between Sant Vicenç de Calders-Tarragona-Nudo de Vila Seca, used by different type of trains (passenger, freight), is under modernisation and co-financed by the Connecting Europe Facility ⁽¹⁾, in line with the objectives of the trans-European transport network (TEN-T) policy.

The project involves the upgrade of an existing line, implementation of a third rail to convert the section into a mixed gauge and is executed by Spain according to applicable laws. In general, modernisation of the existing infrastructure does not require environmental impact assessments ⁽²⁾.

The Commission is aware of the Spanish Government study regarding the future planning of railways in the Tarragona area, including possible alternatives to the current alignment.

To the Commission’s knowledge the results of the study have not been yet presented by the Spanish authorities. The Commission also underlines that planning of railways as well as technical solutions chosen to execute them is a competence of the national authorities.

The Commission invites the Honourable Member to make direct contact with the Spanish authorities with regard to further information concerning possible assessments future railway alternative lines may require.

The Commission remains vigilant to ensure that the implementation of the TEN-T requirements is done in full respect of legal obligations and will not hesitate to take all appropriate measures should this not be the case.

⁽¹⁾ https://commission.europa.eu/funding-tenders/find-funding/eu-funding-programmes/connecting-europe-facility_en.

⁽²⁾ According to the Spanish legislation transposing the Environmental Impact Assessment Directive 2011/92/EU.