

(English version)

**Question for written answer E-002974/26
to the Commission
Ewa Zajączkowska-Hernik (PřE)
(15 July 2026)**

Subject: EU support for the construction of a railway line between the Polish border and Lviv

According to information provided by the Ukrainian Government, the Ukrzaliznytsia (Public Ukrainian Railways) project has been approved by the Coordinating Committee of the Connecting Europe Facility (CEF). This is the first full-scale section of the direct rail link to the European Union with the European track standard 1 435 mm: (Skiłów-Mościska II). The railway line will be built along a 72.9 km stretch. A representative of the Ukrainian Government stated that the European Union had awarded a grant of EUR 76 million to Ukraine for the construction of the European railway line between Lviv and the border with Poland.

In light of the above, I have the following questions for the Commission:

1. Should the new railway line, subsidised by EU funds, be made available on a non-discriminatory basis to all interested freight and passenger carriers from EU countries?
2. What support has the European Union provided for the development of railway infrastructure in Ukraine?
3. How did the Commission secure the requirements for the recognition of European Union regulations when providing financial support to Ukraine?

Submitted: 15.7.2026

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

Firstly, the Commission would emphasise that under EU law, any licensed EU railway undertakings should have the right of access to EU rail infrastructure for passenger or freight traffic on a non-discriminatory basis.

While the *acquis* does not automatically apply in non-EU countries, Ukraine has committed, as part of its accession process, to aligning with the transport *acquis*. Therefore, the Commission expects the same principles to apply in Ukraine once Ukraine adopts the relevant EU legislation.

Under the Connecting Europe Facility (CEF) 2021-27, EUR 222.2 million of grant support has been allocated to projects increasing the capacity of key trans-European transport network (TEN-T) rail border crossings on both sides of the EU external borders with Ukraine, as well as projects to improve the interoperability of railway corridors linking Ukraine with the EU.

Out of this support, almost EUR 100 million has been allocated to studies and works developing European standard gauge on priority TEN-T railway corridors. CEF projects are implemented in compliance with the applicable standards on procurement, financial management and control.

Under the Interreg NEXT Poland-Ukraine 2021-2027 programme, the implementation of the large infrastructure project 'Improvement of the quality and safety of cross-border railway connections by works on line no. 101 in Werchrata and at Lviv railway station' ⁽¹⁾ is being carried out in compliance with EU rules, including the relevant provisions on procurement, State aid, eligibility of expenditure, visibility, and control.

Ukraine, as an official EU candidate country has started accession negotiations. This process requires adoption of the EU *acquis*, including in the transport field.

⁽¹⁾ <https://pl-ua.eu/en/projekty-i-historie/railup/>.