

**Question for written answer E-003039/2024
to the Commission**
Rule 144
Sophia Kircher (PPE)

Subject: Shifting freight from road to rail

To reach the goals of the Green Deal, rail freight transport needs to increase by 50 % by 2030 and double by 2050. However, we have clearly seen over the last years that the share of rail freight has been steadily declining – it currently stands at only 11.9 %, compared to 14.1 % in 2000. The main contributing factors are the lack of infrastructure and many diverging national operating and railway rules, the absence of a common language for train drivers, and the time-consuming brake tests at border crossings. This leads to a significant loss in competitiveness for rail freight as an alternative to road transport. It can only be assumed that the downward trend in rail transport will continue, which will further deteriorate the situation for regions already congested with transit traffic.

1. What specific measures will the Commission take to speed up the implementation of the single European rail area and achieve the modal shift objectives for freight transport?
2. What will it do, in particular in collaboration with the Member States, to ensure that the 2030 and 2050 Trans-European Transport Network development targets are fully met?
3. Through which specific means and to what extent does the Commission intend to financially support the costs of cross-border rail infrastructure per year?

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