

**Question for written answer E-003268/2026
to the Commission**
Rule 144
Valentina Palmisano (The Left)

Subject: Road safety on Highway 7's Matera-Ferrandina section, which is part of the comprehensive TEN-T network

The Matera-Ferrandina section of Italy's Highway 7 links the Murgia area and Pollino National Park and is a road of some importance to the EU, seeing as Italian ministerial documents rank it among the country's most important highways and state that it is part of the TEN-T comprehensive network.

Though it is the main road serving Matera (a city that is also a UNESCO site), handles more than 13 000 vehicles on a daily basis and has been the site of a number of accident this year, the Matera-Ferrandina stretch is still a single carriageway.

According to Directive 2008/96/EC (which was updated in 2019), Member States have to rank the most hazardous road sections, carry out regular inspections and draw up lists of priority remedial works. In addition, the EU Road Safety Policy Framework 2021-2030 aims to reduce road deaths and serious injuries by 50% by 2030 – a milestone to achieving the 'Vision Zero' objective (zero road deaths) by 2050.

In the light of the above, I ask the Commission:

1. Is it aware of the safety issues and accident rate of this section of the TEN-T comprehensive network?
2. How is it going about verifying Italy's compliance with the obligations laid down by Directive 2008/96/EC, particularly those concerning the ranking of dangerous road network sections and the drawing up of lists of priority remedial works for important transport links like the one mentioned above?
3. What cohesion policy funds and other EU instruments could be used to finance works that can make the Matera-Ferrandina section safe and enable the EU to meet its goal of halving the total number of road fatalities and serious injuries by 2030?

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