

(English version)

**Question for written answer E-001461/25
to the Commission
Kostas Papadakis (NI)
(9 April 2025)**

Subject: Dangerous landslides in Gortynia

Recurrent landslides are persistently and increasingly causing problems on the national road between Tripoli and Pyrgos. Due to landslides on the deathtrap that is the EO74, the region of Gortynia has been cut in two, leaving local residents unable to carry out even the simplest of everyday tasks. There are issues with the general road infrastructure, as the byroads serve a large volume of traffic, given the equally unacceptable condition of the lakeside road connecting the areas of Tropaia and Kontovazaina with the national road between Patras and Tripoli (111), as well as of the road between Loutra and Dimitsana, which cannot cope with the demands of large vehicle traffic. What is worse, the transfer of patients from the Tropaia health centre is being hindered.

This unacceptable situation is one of many examples of the repercussions of the cost-benefit policy followed by the EU, the Nea Dimokratia Government and all the previous ones, since this road is 'ineligible' for funding due to the 'cost-benefit analysis'.

In view of the above, can the Commission answer the following:

1. What view does it take of the urgent request from the inhabitants of Arkadia and their collective associations for immediate funding and for the implementation of the essential project concerning the stretch of the Tripoli-Pyrgos national road between Vytina and Archaia Olympia with a bypass of Lagkadia?
2. What view does it take of the fact that cost-benefit policies of the EU and national governments leave roads that are critical for the lives and everyday activities of local residents unmaintained, incomplete and, ultimately, posing a risk to their lives and safety?

Submitted: 9.4.2025

**Answer given by Executive Vice-President Fitto on behalf of the European Commission
(18 June 2025)**

Cohesion Policy supports Greece with investments in road infrastructure through the sectoral programme 'Transport' and the regional programmes, provided they align with the programme's priorities and the applicable regulatory framework.

However, under the shared management and subsidiarity principles governing the Cohesion Policy Funds, project selection and implementation fall under the responsibility of the relevant national and regional managing authorities. According to the latest information provided by them, there is no provision for funding the project in question.

In line with Article 73(2)(c) of the Common Provisions Regulation (CPR) 2021/1060 ⁽¹⁾, the Commission considers that a cost-benefit analysis is a useful tool to determine the best relationship between the amount of support, the activities undertaken and the achievement of objectives, and thus to prioritise investments for structural mobility and safety improvements.

Especially for larger investments, cost-benefit analysis helps the competent national authorities to define the most appropriate scope of projects, their level of EU funding and the added value for the society. This added value can include economic impact and road safety.

⁽¹⁾ Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy.