

(English version)

Question for written answer E-002085/25
to the Commission
Gaetano Pedulla' (The Left)
(23 May 2025)

Subject: Closure of Bressana Bottarone bridge on Milan-Genoa strategic axis: need for urgent and coordinated plan at EU level

The Bressana Bottarone bridge, a fundamental part of the infrastructure connecting Lombardy, Liguria and Piedmont, is a strategic element of the 'Rhine Alps' TEN-T network — a crucial corridor for the internal market guaranteed by the TFEU.

The railway bridge is scheduled to fully close between 1 June and 28 September 2025, which will bring the Milan-Genoa line to a standstill. Meanwhile, the ex-SS35 SP road bridge will close for approximately one year from May 2025, potentially contrary to the road safety standards of Directive 2008/96/EC.

There will likely be a lack of communication and adequate substitute services, risking the collapse of local public transport and thus hindering the objectives of the EU's 'Fit for 55' package.

In the light of this:

1. What urgent measures can the Commission take/recommend to the Italian authorities and the regions involved to minimise the impact, ensure effective and safe alternative solutions — in line with EU objectives — for public transport and road safety, and ensure the free movement of people and goods, as provided for in the TFEU?
2. Does it consider the management of this infrastructure to be in keeping with the TEN-T objectives of an efficient and seamless transport network? If not, what actions can it take to promote better planning and coordination at EU level for infrastructure interventions of this scale?

Submitted: 23.5.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(11 August 2025)

The North Sea-Rhine–Mediterranean Corridor is the busiest corridor in the trans-European transport network (TEN-T), carrying substantial amounts of both freight and passenger traffic.

Thus, any disruptions along this corridor can have wide-reaching consequences for the entire EU transport system. Ensuring the robustness and seamless functioning of this corridor is therefore essential.

Although the TEN-T Regulation ⁽¹⁾ focuses on achieving an EU-wide, coherent and integrated transport infrastructure of high technical standards by given deadlines, it also underlines the importance of its maintenance in a way that it provides, during its lifetime, a high level of service and service adapted to the traffic flows.

While the strategic coordination of the TEN-T development (construction or upgrade) is guided at the European level, the responsibility for infrastructure maintenance and operational readiness lies with the individual Member States.

The Commission, including its TEN-T Coordinators, have no role to play in this context. This means that national authorities are in charge of ensuring the upkeep, resilience, and capacity of the transport infrastructure located on their territory, including application of the road infrastructure safety management procedures.

⁽¹⁾ Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013.