

(English version)

**Question for written answer E-001272/26
to the Commission
Gaetano Pedulla' (The Left)
(26 March 2026)**

Subject: Compatibility of NRRP funding for the Garda cycle path (Limone-Riva section) and consideration of intermodal alternatives

The Trentino portion of the Garda cycle path — more specifically, the stretch between Limone sul Garda and Riva del Garda — runs along cliffs of outstanding natural beauty, protected under Decree Law 42/2004. Many civic initiatives and positions taken by associations (including the WWF, Italia Nostra and Legambiente), not to mention institutional acts, have highlighted the environmental impact of suspended structures cantilevered to geologically fragile, landslide-prone slopes.

The Italian Court of Auditors has decried the costs of the project (of up to EUR 28 million per kilometre along the Trentino portion) as ‘downright excessive’, flagging risks to public money. At the same time, Lombardy Region has adopted Regional Government Decision XII/5508, which proposes an intermodal navigation service (‘by water’) as an alternative to the most problematic stretches; this would be more environmentally friendly and cost less.

In light of exchanges with the Member State, can the Commission answer the following:

1. Is the NRRP funding (investment 4.1) compatible with cost-effectiveness criteria and the ‘do no significant harm’ principle?
2. Given that greener and less costly alternatives are already on the table, can the on-land plans still be deemed acceptable?

Submitted: 26.3.2026

**Answer given by Mr Dombrovskis on behalf of the European Commission
(1 July 2026)**

Italy’s Recovery and Resilience Plan (RRP) includes an investment (M2C2 I4.1) supporting cycling paths in metropolitan areas and tourist cycle path, which falls within the scope of the Garda cycle path projects.

At the time of submission of the Plan, the Commission assessed the investment, including compliance with the Do No Significant Harm (DNSH) principle, its contribution to the green transition and the costing (including whether the Plan as a whole is in line with the principle of cost-efficiency) and concluded on a positive assessment. The relevant commitments are reflected in milestones and targets set out in the Council Implementing Decision (CID) ⁽¹⁾.

The first target (M2C2-22) was assessed in the context of the 5th payment request and the Garda cycle path fell outside the scope of the target, which focused on the metropolitan areas.

The final target (M2C2-23), which includes the completion of projects related to tourist cycle paths, will be assessed in the context of the 10th payment request.

The Commission recalls that the assessment is conducted on the basis of milestones and targets, as included in the CID. As a rule, and without prejudice to its role as guardian of the Treaties, the Commission does not assess the environmental impact of specific projects nor their cost-effectiveness.

This is a primary responsibility of the Member States, which are requested to ensure compliance of specific projects with EU and national law, in line with the applicable rules on cost-effectiveness criteria and with the environmental *acquis*.

Similarly, Member States need to ensure full respect of DNSH conditions, taking into account commitments set out in the approved RRP in accordance with the DNSH Technical Guidance ⁽²⁾

The Commission maintains a continuous dialogue with Italy to ensure that the national implementation complies with the provisions of the CID.

⁽¹⁾ https://reforms-investments.ec.europa.eu/document/download/26843531-1187-419d-906c-ce941fd5dd4c_en?filename=COM_2026_114_1_EN_ACT_part1_v4.pdf on the approval of the assessment of the Recovery and Resilience Plan for Italy.
⁽²⁾ https://commission.europa.eu/publications/dnsh-technical-guidance-amended-october-2023_en.