(English version)

Question for written answer E-002426/26
to the Commission
Gaetano Pedulla' (The Left)
(11 June 2026)

Subject: Use of EU funds for the new railway bridge over the Adda River between Paderno and Calusco and the project's compliance with EU sustainable mobility objectives

Rete Ferroviaria Italiana (RFI) is planning to build a new railway bridge over the Adda on the Carnate-Ponte San Pietro line ([1]). The Italian infrastructure manager claims that this is a 'sustainable mobility' project that is in keeping with the provisions of Regulation (EU) 2021/1058 on the ERDF and the Cohesion Fund — two instruments which finance transport infrastructure in line with the EU's 2021-2027 cohesion policy, the Green Deal and the Union's climate neutrality objective.

However, a study commissioned by the Milan Metropolitan Area's Intercommunal Programming Research Center ([2]) estimates that the number of vehicles using the new road and rail bridge on a daily basis will increase by 90% to around 14 700 (including 2 000 trucks) and that neighbouring municipalities will experience a spike in traffic and pollution — a scenario that is at odds with the 'do no significant harm' (DNSH) principle referred to in Regulation (EU) 2021/1058 and in the EU's climate legislation.

I therefore ask the Commission:

1. Have any ERDF, Cohesion or other EU funds already been requested for, or allocated to, the Adda bridge project?

2. Did the relevant eligibility assessment take the new bridge's expected impact on traffic, air quality and noise pollution into account, in line with the DNSH principle?

3. What instruments for monitoring funds and withdrawing or redirecting resources could be deployed if it transpires that an EU-funded infrastructure project is at odds with the Union's sustainable mobility and emission reduction objectives?

Submitted: 11.6.2026

Answer given by Executive Vice-President Fitto on behalf of the European Commission
(4 September 2026)

1. The European Regional Development Fund (ERDF) and the Connecting Europe Facility transport have not contributed to the financing of the railway bridge infrastructure over the Adda River.

2. The Commission has not been involved in the eligibility assessment of the project, which should be made by the competent authorities in accordance with all relevant legislation.

3. Before EU financing is granted, actions are checked against all applicable provisions, including the Do No Significant Harm principle, climate-proofing requirements, environmental law or fund-related legislation. As for ERDF, monitoring and verification of compliance is the responsibility of the national or regional authorities managing the funding, in line with the shared management mode applicable under cohesion policy. Funding may be suspended, withdrawn, recovered, or redirected in case the EU Regulatory framework and the eligibility rules are not respected.

[1] https://www.rfi.it/it/rete/opere-sottoposte-a-dibattito-pubblico/nuovo-ponte-san-michele.html.
[2] https://www.laprovinciaunicatv.it/stories/lecco/merate-e-casatese/paderno-dadda-nuovo-san-michele-previsioni-pessime-raddoppiera-il-traffico-o_3566624_11/.