

**Question for written answer E-005927/2017
to the Commission**

Rule 130

Lola Sánchez Caldentey (GUE/NGL)

Subject: High-speed train infrastructure and territorial segregation of Murcia - role of ERDF funds under the OP-Murcia 2014-2020

As part of the high-speed train infrastructure to Murcia, the Spanish Ministry of Public Works, acting through ADIF (a state-owned company), postponed implementation of its historic commitment (enshrined in the agreement signed on 22 June 2006 between the Ministry, the Autonomous Community and Murcia City Council) to place the tracks, which keep thousands of residents physically and spatially segregated from the rest of the city, below ground.

In view of significant ERDF fund involvement under the Operational Programme (OP) 2014-20 for Murcia,

1. Does the Commission intend to monitor the use of EU funds to ensure that they do not contribute to maintaining this serious situation of segregation for the neighbourhoods of Nonduermas, Barriomar, Pío X, Santiago el Mayor, Ermita del Rosario, Barrio El Progreso y Patiño, thus undermining the principles of social and territorial cohesion, which the utilization of these funds should pursue?
2. Currently, roads are closed 90 times a day. With the inauguration of the AVE high-speed train, they will be closed more than 100 times a day. Is the Commission aware of the risk posed to road safety and to citizens by the various level crossings in the city of Murcia – which are considered to be the most dangerous crossings in the country – and of the harmful effects on the provision of basic emergency services that are delayed on either side of the crossings for several minutes at a time?