

Question for written answer E-000265/2026

to the Commission

Rule 144

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Subject: Dangerous state of Greek and European railways and the recent rail accidents in Spain

On 18 January 2026, near Cordoba, Spain, a train derailed and collided with an oncoming train passing on the parallel track. The death toll stands at 41 so far, with dozens more injured. In the space of a few days, two further accidents have occurred in Barcelona and Girona.

The train drivers' union SEMAF had warned about the state of the lines, while rail infrastructure administrator ADIF had reported a further eight technical issues on that stretch of the track.

The EU, national governments and the legislative packages on railways are to blame: they opened the door to 'liberalisation' and the privatisation of railways for the sake of competitiveness and corporate profits.

This policy also led to the crime at Tempi in Greece, the causes of which the Greek Government is trying to cover up.

In view of the above, the Commission is asked:

1. How does it respond to the fact that, as a result of the actions of the EU, national governments and corporate groups, there is a criminal delay in adopting and implementing the necessary safety measures in rail transport and in ensuring and maintaining essential infrastructure, due to the 'cost-benefit' approach, leading to increasingly frequent and foreseeable tragedies across the EU?
2. On what basis does the European Railway Agency continue to grant certifications and operating authorisations to railway infrastructure marked by staff shortages, undermaintained facilities and trains without fire safety?
3. Almost nine months after the Executive Director of Europe's Rail Joint Undertaking cynically stated that thousands of railway carriages should be sent to the scrapyard, are these carriages still in circulation and, if so, what is their total number in the EU and in Greece in particular?

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