

Question for written answer E-000844/2026

to the Commission

Rule 144

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Subject: Tragic situation on Greek and European railways due to lack of safety measures, three years after the crime of Tempi

Three years after the crime of Tempi - a foregone conclusion - there is widespread demand for it not to be covered up, for criminal and political responsibility to be assigned, and for there never to be another 'Tempi'.

The causes are still here. The competent ERTMS coordinator of DG MOVE admits in a report that 'only 10 % of the total TEN-T and 19 % of the EU railway fleet are equipped with ETCS' and 'the development of ERTMS is very slow', while a goal is set of 'reducing the cost of ERTMS on trains'. The EU and governments' main criterion is 'cost-benefit', sacrificing security for the profits of business groups, while funding for military mobility is increased tenfold in the new MFF (2028-2034) and another 100 billion euro are announced - through the CEF - for the 'military Schengen'.

In view of the above:

1. What is the Commission's position on the fact that, three years after the inevitable crime of Tempi, train collisions are increasing throughout Europe, with dozens of deaths and injuries, as the railway liberalisation strategy and the EU and governments' 'cost-benefit' policy condemn the network to tragic shortages of personnel and a lack of modern security systems, infrastructure and maintenance, with painful consequences for the safety of passengers and workers?
2. What is the Commission's position on the fact that, while the recruitment of personnel and the installation of modern security systems are at a standstill and a report by a Commission official recommends new 'cost reductions', even 'on trains', the Commission is promoting a tenfold increase in funding for military mobility and war preparation, involving the people of Europe in incalculable risks?

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