

**Question for written answer E-001163/2026
to the Commission**

Rule 144

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Subject: Madrid-Málaga high-speed rail corridor: prolonged closure, economic damage and passenger rights

Services on the Madrid-Málaga high-speed line, which is part of the trans-European transport network (TEN-T) and has been co-funded by the European Investment Bank, have been suspended since 18 January 2026, following the Adamuz accident, in which 46 people were killed, and a landslide in Álora (Málaga).

Adif, Spain's state-owned railway infrastructure manager, has postponed the line's reopening until past Easter, which means it will be closed for over three months.

Andalusia's tourism sector is estimating EUR 2 billion in losses and some 6 000 seasonal jobs at risk, while passengers are dealing with cancellations, systematic delays, insufficient information and inadequate re-routing.

In January 2025, the European Investment Bank lent Adif EUR 350 million to carry out renovation work on, and improve the resilience of, Spain's railway infrastructure.

In light of Regulation (EU) 2024/1679 and Directive (EU) 2016/798:

1. Does the Commission consider the closure of this EU-co-funded TEN-T corridor to raise questions about Adif's compliance with maintenance, safety and operational continuity obligations?
2. What action can the Commission take to ensure that Member States comply with the above obligations with regard to co-funded railway infrastructure?
3. What action does the Commission intend to take to ensure compliance with the obligations to inform, re-route and compensate the passengers affected (Regulation (EU) 2021/782)?

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