

**Question for written answer E-001474/2026
to the Commission**
Rule 144
Borja Giménez Larraz (PPE)

Subject: Traceability of rail components and integrity of accident investigations on Spain's high-speed network

New press reports in April 2026, based on internal emails and documents included in the judicial summary of the accident in Adamuz (Córdoba) that resulted in the deaths of 46 people on 18 January 2026, show that a rail was installed in the area that had a serial number that did not appear on the manufacturer's invoices or delivery orders.

ArcelorMittal confirmed in writing that it could not prove the traceability of this rail and recommended its immediate replacement as a preventive measure.

Upon learning this information, ADIF replaced 42 metres of track and removed welds present at the time of the accident without first informing the judicial authority investigating the accident.

The investigating judge has asked for explanations in relation to the replacement and to the whereabouts of the material removed.

1. Does the Commission consider the presence of rail infrastructure components without verified traceability on the TEN-T network to be compatible with Article 10 of Directive (EU) 2016/797?
2. Has Spain notified the Commission and ERA of the finding of this component in accordance with Article 11 of Directive (EU) 2016/797?

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