

Question for written answer E-003155/2026
to the Commission
Rule 144
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Subject: Dangerous delays in the completion and operation of critical safety infrastructure on the Greek railway network

According to recent statements by the CEO of Hellenic Railways¹, the European signalling and automatic braking system (ETCS) is still not fully operational on the Greek railway network three and a half years after the criminal railway disaster at Tempi, despite repeated commitments by the Greek Government². At the same time, according to railway sector representatives, there are still signalling ‘dead spots’ and significant delays in completing critical infrastructure projects, making it impossible to keep to the given timeline³. What is more, the Regulatory Authority for Railways (RAS) has found that a significant number of Hellenic Train vehicles do not meet the requirements for the proper functioning of the ETCS⁴.

These developments raise serious questions as to the respect of the timeline set out in the action plan submitted by the Greek Government to the Commission, as well as the effectiveness of the ongoing infringement procedure for the protection of passengers on the Greek railway network.

With this in mind, can the Commission answer the following:

1. What view does it take of the fact that, three and a half years after the Tempi accident, the ETCS is still not fully operational on the Greek railway network, despite the obligations under EU law?
2. When should the ETCS be fully operational in line with the action plan?
3. What measures does it intend to take in the context of the infringement procedure, given that the full operation of the ETCS is still delayed, despite repeated commitments by the Greek Government, undermining the safety of passengers?

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¹ On 23 July, the CEO of Hellenic Railways stated before the competent parliamentary committee that ‘the ETCS is not currently operational’, while Hellenic Railways clarified that its operation would only start once the certification and licensing procedures had been completed.

² The Prime Minister had promised that the ETCS would be operational by November 2025, after which the Deputy Transport Minister announced that the Athens-Thessaloniki line would have fully operational safety systems by the end of August 2026.

³ According to the head of the OSE workers’ union, ‘... there is no prospect of the infrastructure projects being completed within the next six months. It is therefore difficult to make electronic safety systems fully operational as well’.

⁴ The RAS has identified that 100 vehicles (approximately 70 trains) belonging to Hellenic Train do not meet the European technical specifications for the proper functioning of the ETCS, with dozens lacking documentation.