

(English version)

**Question for written answer E-000778/25
to the Commission
Afroditi Latinopoulou (Pfe)
(20 February 2025)**

Subject: Modernisation and safety of rail networks in the EU

Recent rail accidents, including the tragic incident at Tempi in Greece and similar incidents in other EU Member States, have highlighted serious shortcomings in the safety of rail infrastructure in the EU. Despite repeated promises to modernise the railways and despite the existence of relevant funds, there have been significant delays and shortcomings in the implementation of the necessary works, particularly as regards the safety of commercial and passenger transport.

In view of the above:

1. Are there mechanisms in place to supervise and properly implement the minimum security measures foreseen at EU level and how does the Commission ensure that they are properly and fully implemented by the Member States?
2. Will it take additional actions to speed up the modernisation of rail infrastructure and strengthen control mechanisms?

Submitted: 20.2.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(4 July 2025)**

The Commission underlines that the responsibility for rail safety lies with the Member States and relevant actors, as set out in Article 4 of Directive 2016/798 ⁽¹⁾. Neither the Commission nor the European Union Agency for Railways (the Agency) can replace these actors in their roles.

The Commission does assess the compliance of the national measures transposing the Rail Safety Directive ⁽²⁾, whereas the Agency audits its implementation and application by the national safety authorities, which play a pivotal role in ensuring safety of the national rail systems.

On request of the Commission, the Agency may perform complex assessments of the entire rail sector in Member States. To rectify non-compliance, Member States must implement an Action Plan.

In case of deficiencies in the implementation of EU law, the Commission may take the necessary measures, as it was done for Greece by opening an infringement case (INFR(2023)2036 of 16 December 2024 ⁽³⁾).

The Commission considers that the legislative framework concerning rail safety is mature and contains strong control mechanisms. However, it should be improved by EU-wide safety occurrence reporting for early alerts and by measures enhancing the risk-based monitoring capabilities of the Agency.

In the Commission's view, the 2024 trans-European transport network (TEN-T) Regulation ⁽⁴⁾ introduced a solid framework to ensure the development of an efficient, digital and resilient rail network in the European Union.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32016L0798>.

⁽²⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety, <http://data.europa.eu/eli/dir/2016/798/oj>.

⁽³⁾ Press release: https://ec.europa.eu/commission/presscorner/detail/en/inf_24_6006.

⁽⁴⁾ Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013, <http://data.europa.eu/eli/reg/2024/1679/oj>.