

(English version)

Question for written answer E-002258/25
to the Commission
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(4 June 2025)

Subject: Recurrent interruptions on the high-speed rail network serving Andalusia

Over the past year, rail services in Spain have suffered multiple interruptions, such as alleged acts of sabotage and persistent technical failures, seriously affecting the Madrid-Andalusia line. The last incident left more than 16 000 passengers stranded due to a breakdown caused after the theft of cabling in Toledo. These events highlight serious failings in infrastructure management and safety, negatively affecting the connectivity of key regions such as Andalusia, despite the pledges by the Ministry of Transport. This runs counter to the European Commission's objectives regarding territorial cohesion and fair mobility.

In light of the above:

1. What is the Commission's assessment of the impact of these recurrent disruptions to the rail services in Spain — especially those affecting the rail links to Andalusia — with regard to the objectives of cohesion and sustainable mobility?
2. Given the scale and frequency of these incidents, does the Commission intend to review national performance in the management of EU-supported transport infrastructure projects?
3. Does the Commission intend to encourage the use of European funds for advanced monitoring and prevention technologies that guarantee the reliability of the European high-speed rail network?

Submitted: 4.6.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(8 August 2025)

The Commission acknowledges the concerns raised regarding recurrent interruptions on the high-speed rail network serving Andalusia and their impact on connectivity and sustainable cohesion, for which rail transport is fundamental.

A safe and well-functioning rail infrastructure is a strategic priority to create sustainable and inclusive societies.

In the event of disturbances to train movements, the EU regulatory framework defines the necessary steps to be undertaken by infrastructure managers to restore the situation to normal.

National infrastructure managers should have the necessary tools and knowledge in place to guarantee a return to seamless operations as soon as possible, in compliance with applicable EU and national regulatory frameworks.

The EU has strengthened the legislative framework regarding the protection of critical infrastructure, both from a physical and cyber resilience perspective, with the entry into application of the directives on the Resilience of Critical Entities⁽¹⁾ and on measures for a high common level of cybersecurity across the Union⁽²⁾.

These Directives cover, respectively, critical entities, and essential and important entities in the transport sector in respect of all hazards, whether natural or man-made, accidental or intentional.

The Commission regularly assesses Member States' capability of (re)acting under this framework. Under the Rail Safety Directive⁽³⁾, a division of responsibilities and monitoring tasks ensures that infrastructure managers and railway undertakings operate networks safely and securely and rectify detected deficiencies.

Transport digitalisation is part of the areas eligible for EU funding instruments, such as the Connecting Europe Facility or cohesion funding.

⁽¹⁾ Directive (EU) 2022/2557 of the European Parliament and of the Council of 14 December 2022 on the resilience of critical entities and repealing Council Directive 2008/114/EC.

⁽²⁾ Directive (EU) 2022/2555 of the European Parliament and of the Council of 14 December 2022 on measures for a high common level of cybersecurity across the Union, amending Regulation (EU) No 910/2014 and Directive (EU) 2018/1972, and repealing Directive (EU) 2016/1148 (NIS 2 Directive).

⁽³⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast) (Text with EEA relevance).