

(English version)

**Question for written answer E-003744/25
to the Commission**

Konstantinos Arvanitis (The Left), Elena Kountoura (The Left), Nikos Pappas (The Left), Nikolas Farantouris (The Left)

(26 September 2025)

Subject: Failure to properly investigate the Tempi accident due to the fault of the Greek authorities

According to the recent findings of the National Agency for the Investigation of Air and Rail Accidents and Transportation Safety (EODASAAM), the site of the tragic Tempi train accident ‘was not treated as containing valuable evidence, samples were not collected and debris was not carefully recorded before being lifted by heavy machinery, and the ground was levelled before the gravel was removed and the area cleaned’. Furthermore, ‘the initial collection of evidence for further investigation shows several flaws, resulting in the loss of vital information that would have led to an understanding of the causes and underlying factors of the accident — and, ultimately, to improving safety on the railway network’. ⁽¹⁾

Furthermore, the Greek Government:

- failed to establish a functioning national railway accident investigation body in Greece in a timely manner and therefore failed to guarantee the effective independent investigation of serious accidents, in breach of the relevant EU Directive. ⁽²⁾
- failed to preserve the scene of the train collision, resulting in its alteration, thereby obstructing the investigation by experts, in breach of Article 21 of Directive (EU) 2016/798. ⁽³⁾

Given the above:

What measures does the Commission intend to put in place based on the specific information above and the conclusions of the EODASAAM report, regarding the failure to effectively preserve the accident site and the uncontrolled removal of debris/material, in particular the loss of vital material and information, which demonstrate Greece's multifaceted non-compliance with Directive (EU) 2016/798?

Submitted: 26.9.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(12 March 2026)

On 16 December 2024, the Commission opened an infringement procedure ⁽¹⁾ against Greece for partial compliance with certain aspects of EU railway safety legislation, namely the Rail Safety Directive ⁽²⁾. This infringement case also focuses on issues related to the functioning of the Hellenic Air and Rail Safety Investigation Authority (HARSIA, EODASAAM in Greek).

Furthermore, the Commission notes that the EODASAAM's report from the investigation of the Tempi accident ⁽³⁾ contains a recommendation addressed to the responsible Greek Ministry to issue detailed instructions ensuring protection of accident sites ⁽⁴⁾.

The Commission believes that the implementation of these measures, should ensure the preservation of accident sites and evidence contained therein, as well as effective investigation of accidents and incidents. The Commission remains in contact with the Greek authorities monitoring the situation.

⁽¹⁾ https://www.harsia.gr/wp-content/uploads/2025/02/EODASAAM_Accident_Investigation_Tempi-1.pdf

⁽²⁾ Article 22 of Directive (EU) 2016/798. With regard to the failure to establish a functioning and independent national accident investigation body in a timely manner, the Commission has initiated infringement proceedings against Greece for breach of Articles 20, 22 and 24 of Directive 2016/798.

⁽³⁾ Article 21 of Directive (EU) 2016/798 provides, *inter alia*, that investigators shall be granted access to information and evidence relevant for the investigation. Specifically, (a) immediate access to the site of the accident or incident as well as to the rolling stock involved, the related infrastructure and traffic control and signalling installations; (b) the right to an immediate listing of evidence and controlled removal of wreckage, infrastructure installations or components for examination or analysis purposes; and (d) access to the autopsy results of the victims.

⁽⁴⁾ Case number INFR(2023)2036, see associated press release: https://ec.europa.eu/commission/presscorner/detail/en/inf_24_6006.

⁽²⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety, OJ L 138 26.5.2016, p. 102, ELI: <https://eur-lex.europa.eu/eli/dir/2016/798>.

⁽³⁾ https://www.harsia.gr/wp-content/uploads/2025/02/EODASAAM_Accident_Investigation_Tempi-1.pdf.

⁽⁴⁾ See Recommendation 2025-RL01-015.