

(English version)

**Question for written answer E-000322/26
to the Commission
Dolors Montserrat (PPE), Borja Giménez Larraz (PPE)
(27 January 2026)**

Subject: Use of European funds and striking a balance between new infrastructure and rail maintenance

In Spain, Adif is the main beneficiary of the Recovery and Resilience Facility and the largest recipient of Next Generation funds in the country, having received more than EUR 5 800 million in European aid since 2021. However, 84% of high-speed rail expenditure has been dedicated to the construction of new infrastructure, while only 16% has been dedicated to the maintenance and upkeep of the existing network, despite the fact that several of the main lines have been in service for more than two decades and are now facing much higher traffic volumes than initially planned.

This imbalance has coincided with a significant increase in technical incidents, warnings from professionals in the sector and, recently, a serious railway accident.

1. Given the ageing tracks, the problems encountered, as well as the rail accidents, what view does the Commission take of the fact that, in Spain, the majority of European funding allocated to railways is spent on new infrastructure rather than on maintenance?
2. Does the Commission consider this distribution of expenditure to be consistent with the objectives of the Recovery and Resilience Facility in terms of safety, resilience and long-term sustainability of rail infrastructure?

Submitted: 27.1.2026

**Answer given by Mr Dombrovskis on behalf of the European Commission
(26 March 2026)**

The Recovery and Resilience Facility is a performance-based instrument in which the Commission makes payments to the Member States based on the achievement of specific milestones and targets measuring the Member State's progress to implement specific investments and reforms.

In order to ensure the national ownership in the design and implementation of the Recovery and Resilience Plans (RRPs), the responsibility to propose reforms and investment falls under the remit of national authorities.

The Commission's responsibility is to assess the compliance of the Spanish RRP, including investments related to the railway network, with the criteria set out in Regulation (EU) 2021/241 ⁽¹⁾.

The full list of investments and reforms that Spain selected and committed to undertake is set out in the annex to the Council adopted the Council Implementing Decision (CID) of 13 July 2021 on the approval of the assessment of the recovery and resilience plan for Spain ⁽²⁾.

In particular, investments related to railway infrastructure and to works to be implemented on the railway network can be found under component 1 (Low-emission areas and transformation of urban and metropolitan transport) and component 6 (Sustainable mobility — Long Distance).

⁽¹⁾ <https://eur-lex.europa.eu/eli/reg/2021/241/oj/eng>.

⁽²⁾ https://commission.europa.eu/document/download/023c40c3-e2d0-4b78-84b0-9b0cb45da21b_en?filename=COM_2025_794_1_EN_ACT_part1_v3.pdf.