

EN

E-000407/2026

Answer given by Executive Vice-President Fitto
on behalf of the European Commission
(16.4.2026)

1. The Commission refers the Honourable Members to the answer provided to the parliamentary question E-000254/2026 ‘Irregularities in the EU-co-financed renovation works on the railway line where the Adamuz accident occurred’¹. As this reply states, both *ex ante* and *ex post* controls are applied to ensure compliance with EU standards in projects funded by the Cohesion Policy Funds and the Recovery and Resilience Facility. However, the primary responsibility for preventing, detecting and correcting irregularities lies with Member States, which are required to establish effective management and control systems, including anti-fraud measures.

2. Rail equipment has a long lifespan making possible the use of past or national technology no longer interoperable with present solutions but nevertheless safe for use. Taking this into consideration, national safety authorities may continue to accept that outdated assets or technology may be operated, provided that subsequent safety measures are put in place. The safe operation of the network and of each line by the infrastructure manager is validated by national safety authority before delivering the operator’s safety authorisation. Furthermore, the extensive renovation or upgrading of lines, as well as new constructions, also need to be authorised by national safety authorities, as indicated in Article 12 of the Rail Safety Directive (EU) 2016/798.

¹ https://www.europarl.europa.eu/doceo/document/E-10-2026-000254-ASW_EN.html.