

(English version)

**Question for written answer E-000433/26
to the Commission
Juan Ignacio Zoido Álvarez (PPE)
(4 February 2026)**

Subject: Rail infrastructure in Córdoba (Spain)

On 25 March 2022, the European Investment Bank granted a loan of EUR 90 million to Adif, Spain's state-owned railway infrastructure manager, to upgrade the high-speed line between Madrid and Seville. The EIB's stated aims included: 'renovating works and installations in the Madrid-Sevilla high speed railway line approaching the end of their useful lifespan, with the objective of maintaining the high availability, reliability and safety standards required for this type of infrastructure'.

On 18 January 2026, an accident on that same section of the line caused 46 deaths and hundreds of injuries. In light of the above:

1. Under the Commission's technical criteria, how did the fact that the infrastructure was at the end of its useful lifespan affect its safety and reliability?
2. Before the loan was granted, did the Spanish Government inform the Commission that the condition of the track might not meet these 'high availability, reliability and safety standards required for this type of infrastructure'?

Submitted: 4.2.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(28 April 2026)**

1. In the absence of the independent accident investigation report, which is still under preparation and is going to be delivered by the Spanish investigation body for rail accidents (CIAF), the Commission has no information that would allow it to assume that the Madrid-Sevilla high speed railway line has been insufficiently renovated or maintained to remain in a safe state of operation. Under the supervision of the national safety authority (AESF), it is the responsibility of the Spanish infrastructure manager, ADIF, to ensure the safety of its network.

2. The national safety authorities of Member States issue safety authorisations confirming compliance of the safety management systems and application, with European or national law. These safety related responsibilities are established under Article 4 of the directive 2016/798 ⁽¹⁾ and corresponding implementation measures are defined in the safety management systems of infrastructure managers, or railway undertakings. Moreover, after construction, renewal, or upgrade, the national safety authority authorises the placing in service of networks or other fixed installations which then are considered parts of the Union rail system. The Commission has no information that authorisations for placing in service of the line or the safety authorisation of the Spanish infrastructure manager, ADIF, have been revoked or suspended, in full or in parts, by AESF, or that a procedure in that respect has been opened.

⁽¹⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast) (Text with EEA relevance), OJ L 138, 26.5.2016, pp. 102-149: <https://eur-lex.europa.eu/eli/dir/2016/798/oj/eng>.