

(English version)

**Question for written answer E-000665/26
to the Commission
Elena Kountoura (The Left)
(17 February 2026)**

Subject: Systemic safety deficit of the Greek railway network and the need to revise Directive (EU) 2016/798 on railway safety

In reply to my question ⁽¹⁾ on the systemic safety deficit of the Greek railway network, the Commission stated that ‘the responsibility for rail safety lies with the Member States and relevant actors, as set out in Article 4 of Directive 2016/798. Neither the Commission nor the European Union Agency for Railways can replace these actors in their roles.’ ⁽²⁾

Given that:

- the findings of the national investigation body for railway and air transport accidents (EODASAAM) show that, on the one hand, the RAS is unable to guarantee railway safety, as it has systematically failed to identify critical weaknesses in the Safety Management System ⁽³⁾, while on the other hand, the ERA is unable to ensure compliance of national rules with the basic safety requirements, as well as the effective performance of the RAS’s supervisory duties, while the Commission has failed to ensure the correct implementation of European legislation ⁽⁴⁾,
- the Commissioner announced the upcoming revision of Regulation (EU) 2016/796 with a view to strengthening ERA’s role in monitoring the practical application of Union law in the Member States to make it more interventionist ⁽⁵⁾,

Can the Commission answer the following:

1. How will it ensure, in the upcoming revision of Regulation (EU) 2016/796, that ERA exercises timely and effective control over national safety authorities, including the possibility of active intervention, when serious breaches of EU law are detected?
2. Does it also intend to propose a revision of Directive (EU) 2016/798 in order to provide for a European intervention mechanism, following a recommendation from ERA, in cases where rail safety is demonstrably at risk in a Member State ⁽⁶⁾?

Submitted: 17.2.2026

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

1. The proposal of the Commission for the revision of Regulation (EU) 2016/796 (ERA Regulation ⁽¹⁾) is currently under preparation and its adoption is foreseen in the second half of 2026. Hence, it is too early to give any details on its content. The revision of the ERA Regulation is also based on the findings of a recent evaluation ⁽²⁾, which showed that one of the challenges of the current ERA mandate is the insufficient monitoring and reporting of the implementation of relevant actions in response to deficiencies identified during the audits of the national safety authorities (NSA), especially for NSAs facing greater capacity limitations and deficiencies.
2. The Commission does not intend to revise Directive (EU) 2016/798 ⁽³⁾ at this stage.

¹ https://www.europarl.europa.eu/doceo/document/E-10-2025-001012_EN.html.

² https://www.europarl.europa.eu/doceo/document/E-10-2025-001012-ASW_EN.html.

³ In accordance with the finding that ‘the RAS has not developed a complete, sufficiently substantiated view on the level of safety performance of the Greek railway system’.

⁴ In 2019 and 2022, ERA found that the supervisory activities of the RAS were insufficiently developed and expressed doubts as to ‘whether the RAS was in a position to carry out its supervisory duties to the required standard’.

⁵ https://www.europarl.europa.eu/doceo/document/CRE-10-2025-06-17-ITM-014_EL.html.

⁶ In recent years, no one has been able to guarantee the safety of Greek railways, and the current European institutional framework does not provide sufficient guarantees to protect the lives of European citizens. Directive (EU) 2016/798 should therefore be revised and allow ERA and the Commission to intervene meaningfully in the Member States if such safety deficits are demonstrably identified.

⁽¹⁾ European Union Agency for Railways Regulation — <https://eur-lex.europa.eu/eli/reg/2016/796/oj/eng>.

⁽²⁾ [https://ec.europa.eu/transparency/documents-register/detail?ref=SWD\(2025\)361&lang=en](https://ec.europa.eu/transparency/documents-register/detail?ref=SWD(2025)361&lang=en).

⁽³⁾ <https://eur-lex.europa.eu/eli/dir/2016/798/oj/eng>.