

(English version)

**Question for written answer E-000666/26
to the Commission
Elena Kountoura (The Left)
(17 February 2026)**

Subject: The need to ensure compliance of rolling stock with European fire safety standards in the Member States

According to a new report by the Greek Aviation and Railway Accident Investigation and Transportation Safety Agency (EODASAAM) ⁽¹⁾, the seats of the Intercity 62 passenger train were examined in accordance with the requirements of European standard EN 45545-2 and proved not to meet fire resistance requirements. Given that some seats had been replaced or refurbished as part of maintenance carried out after 2015 ⁽²⁾, substantial refurbishment of rolling stock had to comply with EU safety standards, such as EN 45545-2, in accordance with Article 21 of Directive (EU) 2016/797 and point 7.1.2 of the annex to the TSI relating to the 'Rolling stock subsystem — Locomotives and passenger rolling stock'. The finding shows that, despite the changes, the competent national authorities failed to verify whether the new materials complied with safety requirements, substantially compromising the passive safety of passengers.

In view of the above, can the Commission answer the following:

1. How does it assess the fact that, despite mandatory safety standards for railways, trains that do not meet European requirements are currently circulating in the Member States?
2. What steps does it intend to take to ensure that effective checks are carried out on rolling stock by the competent national authorities and the ERA, in accordance with European safety standards?
3. How does it intend to ensure that European legislation and mandatory safety standards for European rail rolling stock are applied in practice, given that supervisory and safety gaps have emerged and been proven?

Submitted: 17.2.2026

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

1. The Commission notes that the Technical Specifications for Interoperability (TSI) apply to rolling stock produced before their entry into force only under specific conditions. Not all maintenance interventions on a vehicle trigger the mandatory application of the TSIs and associated standards. Each case should be assessed on its merits considering e.g. the extent of changes, their impact on the vehicle characteristics, and the degree of deviation from the technical documentation. In this regard, the Commission has no information or evidence of any specific trains operating in the EU that are not meeting the applicable standards.
2. The Commission recalls that according to Article 14 of Directive (EU) 2016/798 ⁽¹⁾, every vehicle must have an entity in charge of maintenance which manages the maintenance process to ensure continuous conformity of the vehicle with the requirements. As part of this process, all changes to the vehicle are categorised according to Articles 15 and 16 of Regulation (EU) 2018/545 ⁽²⁾. Depending on this categorisation, further technical checks may be performed by conformity assessment bodies, and the vehicle may require a new authorisation for placing on the market from a national safety authority (NSA) or the Agency. The Commission considers that the existing legal setup provides the necessary framework to ensure conformity of vehicles with the applicable requirements.
3. The Commission is aware of the challenges concerning the poor performance of some NSAs that were identified by the Evaluation of the EU Agency for Railways (ERA) ⁽³⁾. These findings will be used to prepare the Commission's proposal for the revision of Regulation (EU) 2016/796 ⁽⁴⁾ with a view to strengthen the supporting role of ERA towards the NSAs.

¹ 2 February 2026, Report on the Tempi train crash — Annex I. Fire resistance of seats (<https://www.harsia.gr/index.php/2026/02/02/2-2-2026-ekthesi-gia-to-dystychima-ton-tempon-parartima-th-pyrontochi-kathismaton/>).

² More specifically, changes were found to have been made: to the seat pans of 24 seats in coach A1 on 20 February 2023, using spare parts from contract 2022129/2022; to the seat pans of 15 seats in coach B3 on 21 November 2021 (the upholstery fabric in the inventory originally delivered to Hellenic Train was changed); and to the seat pans of 6 seats in coach B4 on 12 November 2021 (the upholstery fabric in the inventory originally delivered to Hellenic Train was changed).

⁽¹⁾ Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (recast), OJ L 138 26.5.2016, p. 102, ELI: <https://eur-lex.europa.eu/eli/dir/2016/798>.

⁽²⁾ Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council, OJ L 090 6.4.2018, p. 66, ELI: https://eur-lex.europa.eu/eli/reg_impl/2018/545.

⁽³⁾ Evaluation is available in the Register of Commission Documents — SWD(2025)361, [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).

⁽⁴⁾ Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004, OJ L 138, 26.5.2016, ELI: <https://eur-lex.europa.eu/eli/reg/2016/796>.