

(English version)

**Question for written answer E-001088/26
to the Commission
Galato Alexandraki (ECR)
(17 March 2026)**

Subject: Non-compliance of a significant section of the Greek railway network with EU legislation

According to a recent study and internal documents from the Hellenic Railways Organisation (OSE), the Tithorea-Domokos line has serious technical problems, such as flooded cable pits, a blocked drainage network, water and corrosive salt inflow into tunnels, electronic equipment exposed to intense moisture, cracked sleepers, ballast degradation and rail track subsidence.

At the same time, for a long while there appear to have been no approved maintenance manuals and there were delays in dealing with problems that had been flagged during inspections.

This may run counter to the requirements of Directive (EU) 2016/798 on railway safety, Directive (EU) 2016/797 on the interoperability of the rail system, Regulation (EU) No 402/2013 on a common risk assessment method, as well as the technical specifications for infrastructure and tunnels set out in Regulations (EU) 1299/2014 and 1303/2014.

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

1. Does it consider that the above and the operation of high-speed infrastructure are compatible with the requirements of EU legislation on the safety, reliability and maintainability of rail infrastructure?
2. Bearing in mind that the Commission itself has launched infringement procedure INFR (2023)2036 and that Greece is implementing an action plan with a bi-monthly progress report, does it not consider that incidents such as the above prove the persistence of systemic deficiencies, which it has already identified?
3. In the context of the ongoing audit and ERA's technical support to Greece, does the Commission intend to request a specific compliance assessment for this railway line, as well as to make public whether the relevant findings have been incorporated into the action plan and Greece's bi-monthly reports?

Submitted: 17.3.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(15 June 2026)**

According to Article 17(7) of Directive (EU) 2016/798 ⁽¹⁾, national safety authorities (NSA) shall supervise the trackside, control-command and signalling, energy and infrastructure subsystems and ensure that they are in compliance with the essential requirements, including the requirements on safety, reliability and maintenance mentioned in the Honourable Member's question, no matter if detailed in EU specifications, standards, common safety methods or not.

The same article specifies that if the NSA finds that an infrastructure manager no longer satisfies the conditions for its safety authorisation in this or another respect, it shall restrict or revoke that authorisation, giving reasons for its decision.

From these provisions follows the core responsibility of NSAs for supervising the rail infrastructure maintenance and to intervening in cases of non-compliance. The Commission cannot replace the NSA in these tasks, nor has it the necessary tools to investigate these findings further.

The Commission notes that the infringement procedure INFR(2023)2036 ⁽²⁾ does not cover the issue of maintenance of railway infrastructure.

The Rail Safety Action Plan established by Greece as a response to the above infringement and the technical assistance project run by the EU Agency for Railways to support the Plan's implementation, cover training and capacity building actions addressed to national authorities, bodies and stakeholders.

Neither the Plan nor the technical assistance project focuses on specific railway lines or their sections, including line Tithorea-Domokos.

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

⁽²⁾ Press release https://ec.europa.eu/commission/presscorner/detail/en/inf_24_6006.