

(English version)

**Question for written answer E-001163/26
to the Commission
Borja Giménez Larraz (PPE), Carmen Crespo Díaz (PPE), Juan Ignacio Zoido Álvarez (PPE)
(19 March 2026)**

Subject: Madrid-Málaga high-speed rail corridor: prolonged closure, economic damage and passenger rights

Services on the Madrid-Málaga high-speed line, which is part of the trans-European transport network (TEN-T) and has been co-funded by the European Investment Bank, have been suspended since 18 January 2026, following the Adamuz accident, in which 46 people were killed, and a landslide in Álora (Málaga).

Adif, Spain's state-owned railway infrastructure manager, has postponed the line's reopening until past Easter, which means it will be closed for over three months.

Andalusia's tourism sector is estimating EUR 2 billion in losses and some 6 000 seasonal jobs at risk, while passengers are dealing with cancellations, systematic delays, insufficient information and inadequate re-routing.

In January 2025, the European Investment Bank lent Adif EUR 350 million to carry out renovation work on, and improve the resilience of, Spain's railway infrastructure.

In light of Regulation (EU) 2024/1679 and Directive (EU) 2016/798:

1. Does the Commission consider the closure of this EU-co-funded TEN-T corridor to raise questions about Adif's compliance with maintenance, safety and operational continuity obligations?
2. What action can the Commission take to ensure that Member States comply with the above obligations with regard to co-funded railway infrastructure?
3. What action does the Commission intend to take to ensure compliance with the obligations to inform, re-route and compensate the passengers affected (Regulation (EU) 2021/782)?

Submitted: 19.3.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(27 May 2026)**

According to Article 49 of the trans-European transport network (TEN-T) Regulation⁽¹⁾, 'Member States' shall make all possible efforts to ensure the TEN-T infrastructure is maintained in a way that it provides, during its lifetime, a high level of service and safety adapted to the traffic flow', without prejudice to their responsibility for the planning, financing, and management of infrastructure maintenance.

Potential and temporary disruptions of service for safety controls and other necessary works are not in contradiction with this requirement, which is why the Commission does not intend to raise questions regarding Administrador de Infraestructuras Ferroviarias' (Adif's) decision at this stage.

The European Investment Bank (EIB) loan agreements include binding conditions, such as compliance with EU law (including EU railway safety law). If breached, the EIB can suspend disbursements or cancel or restructure the loan.

EIB financing is based on a full lifecycle perspective. Loan conditions usually require that the promoter maintains the infrastructure in good condition. Failure to maintain assets can trigger suspension of disbursements.

Finally, it is for the Member States and in particular their National Enforcement Bodies (NEBs) to closely monitor compliance with Regulation (EU) 2021/782⁽²⁾ and take the measures necessary to ensure that the rights of passengers are upheld.

If NEBs and Member States do not correctly implement and apply the EU rules on passenger rights, the Commission may decide to take appropriate action.

⁽¹⁾ Regulation (EU) 2024/1679, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32024R1679>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX%3A32021R0782>.