

(English version)

**Question for written answer E-001473/26
to the Commission
Borja Giménez Larraz (PPE)
(10 April 2026)**

Subject: Adamuz rail accident — safety failures by the infrastructure manager

On 18 January 2026, 46 people lost their lives in the Adamuz rail accident. A Guardia Civil report submitted to the judge has revealed three serious failures by ADIF as infrastructure manager.

The rail damage detection system recorded an electrical anomaly 22 hours before the accident but was not configured to issue automatic alerts despite ADIF's own specifications requiring such a capability.

Doubts have arisen concerning the certification and minimum experience of one of the two technicians from the contractor company who performed ultrasound inspections on the 114 welds in June 2025 in the section where the accident subsequently took place.

ADIF provided incorrect information to the emergency number 112 regarding the location of the second train involved, which delayed the rescue of its passengers by approximately 45 minutes.

1. In light of Article 9 of Directive (EU) 2016/798, which requires the infrastructure manager to ensure the control of all risks associated with their activity and to coordinate emergency procedures with the emergency services, does the Commission consider that these failures reveal systemic deficiencies in safety management?
2. Does the Commission intend to ask ERA for an assessment of the supervision exercised by the Spanish national safety authority?

Submitted: 10.4.2026

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

The Commission has not received yet the report by the Spanish investigating body (CIAF), single body responsible of the investigation of the causes of the accident as well as the emergency procedures and processes applied in the aftermath of the accident.

Moreover, according to Article 4(1) of Directive (EU) 2016/798 (Railway Safety Directive) ⁽¹⁾, Member States' rail safety authorities are responsible for ensuring that safe train operations are delivered and adjacent risk is managed by railway undertakings and infrastructure managers, by implementing risk control measures, apply relevant legislation and establish a safety management system fit for the purpose of their activities.

The European Union Railway Agency (ERA) assists CIAF high-level technical expertise on general investigation methods and independence in accordance with Article 22(5) of the Railway Safety Directive. The Commission may intervene, as appropriate, in case of clear evidence of important breach of Union law.

⁽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.