

EN

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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(9.6.2026)

The Commission has not received evidence about the presence of rail infrastructure components without verified traceability on the trans-European transport (TEN-T) network. As indicated in Article 15 of the Interoperability Directive (EU) 2016/797¹, notified bodies are responsible for verifying the suitability of the components to obtain the ‘EC’ declaration and its compatibility with Article 10 of the Directive.

If a Member State finds that a structural subsystem covered by the ‘EC’ declaration of verification does not fully comply with the Interoperability Directive (EU) 2016/797, it may request that additional checks be carried out and shall inform the Commission. It is also responsible for ensuring that a component is not placed on a line if it finds that the ‘EC’ declaration has been drawn up improperly, following Article 16 of the Interoperability Directive (EU) 2016/797.

According to Article 11 of the Interoperability Directive (EU) 2016/797, if a Member State finds that an interoperability constituent covered by the ‘EC’ declaration fails to comply with the essential requirements, it should inform the Commission and the European Union Agency for Railway (ERA) of the measures taken and give reasons for its decision. At this moment, neither the Commission nor ERA has received such an information in relation to the Adamuz accident.

¹ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (recast) (Text with EEA relevance). OJ L 138, 26.5.2016, pp. 44–101 (BG, ES, CS, DA, DE, ET, EL, EN, FR, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV).