

(English version)

**Question for written answer E-002801/26
to the Commission
Estrella Galán (The Left)
(7 July 2026)**

Subject: Closure of Renfe's hauled stock maintenance depot in Miranda de Ebro

The European Union is encouraging the growth of rail freight with the European Green Deal, the Sustainable and Smart Mobility Strategy, Regulation (EU) 2024/1679 and the Clean Industrial Deal. Accordingly, Spain has committed to having 10% of its freight transported by rail by 2030.

The recent closure of Renfe's hauled stock maintenance depot in Miranda de Ebro is therefore worrying, as a piece of public infrastructure located at a strategic hub in the Trans-European Transport Network (TEN-T).

In view of the above:

1. Does the Commission consider closure of the Miranda de Ebro depot to be in line with the objective of Regulation (EU) 2024/1679 (TEN-T) to build up the EU rail system's capacity, resilience and competitiveness?
2. Is maintaining the goal of boosting the share of rail freight transport compatible with closing strategic public facilities such as the Miranda de Ebro depot, which are essential for ensuring rolling stock is available?
3. In the Commission's view, could the closure go against the Clean Industrial Deal's goal of preserving industrial capacity, and will the Commission ask the Spanish Government information on how the decision is in line with the EU's priorities?

Submitted: 7.7.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(2 September 2026)**

1. The Commission takes note of the relocation of maintenance activities from Renfe's hauled stock depot in Miranda de Ebro to the adjacent Material Motor facility ⁽¹⁾. Given the operational consolidation and planned investments, this change does not necessarily conflict with trans-European transport network Regulation (EU) 2024/1679 ⁽²⁾, which prioritises efficient and resilient infrastructure. However, full alignment depends on ensuring no reduction in maintenance capacity for freight rolling stock and uninterrupted service during the transition.

The relocation must also comply with EU Regulation 2017/2177 ⁽³⁾, which requires non-discriminatory and transparent access to rail facilities.

2. The consolidation of public service facilities is not incompatible with the target of transporting 10% of freight by rail in Spain by 2030, provided the Material Motor depot can absorb the workload without delays. The Commission takes positive note of Renfe's planned enhancements to maintenance operations in Miranda de Ebro, as detailed in their recent announcement ⁽⁴⁾.

3. The Clean Industrial Deal underscores the importance of preserving industrial capacity and green jobs in strategic sectors, including rail. The modernisation investments outlined in the Spanish government's plans regarding the reallocation of rail freight rolling stock maintenance capacities in Miranda de Ebro ⁽⁵⁾ do not seem to contradict the goal of sustaining industrial capacity. The repurposing of part of the site for a digital competences centre is in line with EU priorities.

⁽¹⁾ <https://grupo.renfe.com/es/es/sala-de-prensa/noticias/2026/06/renfe-se-reune-comite-empresa-miranda-ebro>.

⁽²⁾ <http://data.europa.eu/eli/reg/2024/1679/oj>.

⁽³⁾ https://eur-lex.europa.eu/eli/reg_impl/2017/2177/oj/eng.

⁽⁴⁾ <https://grupo.renfe.com/es/es/sala-de-prensa/noticias/2026/06/renfe-se-reune-comite-empresa-miranda-ebro>.

⁽⁵⁾ https://www.congreso.es/public_oficiales/L15/CONG/DS/CO/DSCD-15-CO-447.PDF.