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Answer given by Mr Tzitzikostas  
on behalf of the European Commission  
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Spain has the longest and one of the most mature high-speed rail networks on the trans-European transport network. Key routes linking Madrid with Valencia, Seville and Barcelona run at or above 250 km/h. Upgrades on the southeastern part of the network aim for speeds of 200 km/h. Recent interventions and investment in the network have been substantial and include the standard gauge network extensions between Barcelona and Valencia, works on Murcia-Almeria and the Loja bypass, and upgraded intermodal terminals at La Llagosta, Zaragoza, Teruel and Guadalajara.

The restrictions in service performance following the tragic Adamuz rail disaster of January 2026 are generally considered to be among the main causes of the reduction in users. Directive 2012/34/EU<sup>1</sup> empowers the national rail regulatory bodies to request relevant information for fulfilling their tasks, including for statistical and market observation purposes. It is therefore for the Spanish rail regulatory body CNMC<sup>2</sup> to measure variations in demand and provide explanations for changes.

The Commission understands the Spanish authorities to be taking the necessary measures to bring about a return to normal service operation whilst ensuring high levels of safety. It would emphasise that Directive (EU) 2016/798<sup>3</sup> entrusts the Member States' rail safety authorities with the responsibility to ensure safe train operations, by implementing risk control measures, apply relevant legislation and establish a safety management system. The Commission supports the development of an efficient and interoperable and attractive European rail system whilst respecting the independence of infrastructure managers and the supervisory powers of national authorities.

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<sup>1</sup> Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (recast) Text with EEA relevance OJ L 343, 14.12.2012, pp. 32–77.

<sup>2</sup> CNMC: National Markets and Competition Commission.

<sup>3</sup> See Article 4(1) of 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.