

**Question for written answer E-000754/2013  
to the Commission**  
Rule 117  
**Saïd El Khadraoui (S&D)**

Subject: Problems with the Fyra service on the Belgian and Dutch railways

The new high speed train service Fyra has been running between Amsterdam and Brussels since December 9, 2012. The project was the result of a collaboration between the Belgian railway operator NMBS and the Dutch Railway Company NS. The trains being used in recent weeks between the two destinations are owned by NS. However, the NMBS has also ordered trains from the same manufacturer, the Italian company AnsaldoBreda. Right from the start, Fyra has encountered many operational problems which led to many delays, cancelled trains and disgruntled travellers. On top of that, there also appear to be safety-related issues. The Belgian security regulator, DVIS, has banned Fyra from operating in Belgium after parts of the undercarriage fell off the train while it was in motion, possibly due to the cold weather. Fyra is therefore not currently operating and an alternative solution is being sought for travellers.

These events have raised questions about the quality of the manufacturer, the certification of these trains and the responsibilities at a European level in this field.

1. Is the Commission aware of the problems that the high speed Fyra train service has faced in recent weeks in Belgium and the Netherlands? Is the Commission aware of similar situations with the same or other manufacturers in the EU?
2. Is the Commission of the opinion that the certification of rolling stock was done correctly by the relevant Belgian and Dutch authorities? If yes, what went wrong?
3. Does the Commission play a supervisory role in this certification process, especially when it comes to the safety aspect?