

**Question for written answer E-001026/2023  
to the Commission**

Rule 138

**Kostas Papadakis (NI), Lefteris Nikolaou-Alavanos (NI)**

Subject: Crime in Tempi

The toll of the deadliest train collision in Greece, which occurred near Tempi, is 57 dead and dozens more injured. This crime waiting to happen was not the result of mere 'human error'. Railway workers continually warned of safety issues, lack of electronic train surveillance and staff shortages, without receiving any response, while their strikes were held to be illegal and abusive.

This crime is a consequence of the European Union policy of liberalisation and fragmentation of transport that has been implemented by the governments of ND, PASOK and SYRIZA. This policy led to 1 389 major rail accidents in the EU in 2021 alone. Measures to protect safety and human life are considered as a 'cost'. Furthermore, during the mass strikes and demonstrations by Greek protesters, the dominant slogan was 'Either their profits or our lives'.

In view of the above:

1. What is the Commission's view of the fact that the liberalisation strategy, as set out in the four railway packages, has been proven to result in hundreds of deaths since the safety of passengers and workers is being considered a matter of 'cost-benefit' balance?
2. What is the Commission's view of the fact that, according to the assessments set out in the reports of the European Parliament (A9-0181/2021) and the European Court of Auditors (13/2017), the installation of the ERTMS electronic signalling and telecommunications system entails 'costly investments with no immediate benefit in general to those who have to bear the cost' and that, based on this unacceptable criterion, the targets set by the Commission to complete the ERTMS in the EU have been deliberately pushed back to 2030 for the core network and 2040 for the extended network?

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