

(English version)

**Question for written answer E-003910/25
to the Commission
Yannis Maniatis (S&D)
(6 October 2025)**

Subject: Peloponnese railway network

The 236 km long Corinth-Argos/Nafplion-Tripoli-Kalamata metro rail network was completely renovated between 2007 and 2009 and serves 44 stations in many areas not directly connected to the main road networks.

The project, financed by national and EU funds totalling EUR 135 million, was completed in September 2009, when the 5+5 daily schedules began.

It included a complete renovation of the superstructure with modern railway track materials, new track changes, the operation of 65 Automatic Level Crossing Systems (ALCS), and the restoration of all bridges.

In December 2010, routes were stopped and the newly constructed line was closed.

Since then, without any supervision of the infrastructure, the equipment has been vandalised, all the ALCS have been destroyed and the buildings have been looted.

Two large Swiss railway organisations, which are involved in the tourist railway, are interested in the line's entire infrastructure and buildings.

A tender notice was recently published by the Technical Chamber of Greece (TEE) for the conversion of the line into a 244 km long cycle path. This initiative can obviously only be perceived as a joke, given that the geometry of the line and the gradients along it, as well as the bridges, make its use as a cycle path impractical and dangerous.

In view of the above:

Is the Commission aware of and does it agree with the change of use to a cycle path of a railway line that was recently renovated with European funds?

Submitted: 6.10.2025

**Answer given by Executive Vice-President Fitto on behalf of the European Commission
(24 November 2025)**

The Commission has not been made aware by the Greek authorities of the planned project in question. In the context of the 3rd Community support framework 2000-2006, the Regional Operational Programme for Peloponnese funded two projects for the upgrading of the rail lines Korinthos — Andritsa and Argos — Nafplio, and of the rail lines Andritsa — Kalamata, Zevgolioti — Kalonero and Lefktro — Megalopolis with the European Regional Development Fund contribution.

In the context of the 1st Economic Adjustment Programme for Greece, the Greek parliament passed the act restructuring the Hellenic Railways Organisation in March 2011. As part of the restructuring, the country implemented the closure of loss-making train routes, including those of the Peloponnese rail network.

However, it should be noted that the sections Korinthos — Andritsa, Andritsa — Kalamata and Zevgolioti — Kalonero are part of the comprehensive trans-European transport network policy (TEN-T) passenger and freight rail network as defined in the regulation 2024/1679.

Therefore, measures promoting the efficient and sustainable use of all existing and planned TEN-T transport infrastructures should be implemented by the Member States, in line with the milestones foreseen by the above-mentioned Regulation, which for the comprehensive TEN-T extend to 2050.

Union funding can support eligible actions that contribute to TEN-T objectives, notably through the Connecting Europe Facility (CEF) for studies and works.

Greece may also combine support from other EU instruments (e.g., cohesion policy funds), observing all programme-specific rules, state-aid provisions, and co-financing rates. Double funding remains prohibited.
