

(English version)

**Question for written answer E-004399/25
to the Commission
Emmanouil Fragkos (ECR)
(6 November 2025)**

Subject: Cable cars as a means of transport for mountainous areas

Although extreme terrain and mountainous areas are found in Greece's landscape, the use of cable cars as a means of transport remains limited — unlike in countries such as Germany, where dozens such installations are operating in both mountainous and urban areas. In Germany, cable cars have been developed thanks to local industry know-how, stable financing of projects by federal state governments and municipalities, as well as a wider culture of using sustainable public transport. On the contrary, projects of this type in Greece face significant obstacles, such as a lack of technical support, slow permitting procedures and a limited use of European funds.

Given that the installation of cable cars could enhance sustainable mobility, reduce CO₂ emissions and contribute to tourism development, while limiting the need to build roads that often remain underused, can the Commission say:

1. Are there European programmes (such as the ERDF, the Cohesion Fund or InvestEU) that can finance such projects in Greece?
2. How could regions and municipalities, as local and regional authorities, use these instruments to study, develop and implement projects involving the installation of cable cars in mountainous or urban areas with sustainable mobility needs?
3. Is there a European framework for the transfer of best practices and know-how from Member States with experience in installing cable cars to other states wishing to adopt such solutions?

Submitted: 6.11.2025

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

The Commission agrees that cable cars can support tourism, recreation and public transport. Several EU regions and cities already have significant experience integrating them into their transport systems ⁽¹⁾.

Cohesion policy programmes ⁽²⁾ can, in principle, support cable car projects in European regions and cities ⁽³⁾. Under shared management governing these funds, project selection is the Member States' responsibility, provided choices align with the respective Programme and the National Transport Plan and contribute to holistic sustainable urban mobility measures.

Local authorities may also include such interventions within their Integrated Territorial Investment strategies. As a rule, operating and maintenance costs are not eligible ⁽⁴⁾.

The Recovery and Resilience Plans (RRPs) under the Recovery and Resilience Facility Regulation ⁽⁵⁾ may also include measures regarding the installation and operation of cable cars ⁽⁶⁾.

There are no EU specific rules on the installation of cable cars. However, Regulation (EU) 2016/424 governs cableways installations designed to carry persons, ensuring a high and uniform level of safety while facilitating the free movement for components.

It also establishes forms of cooperation between Member States' authorities and stakeholders primarily focused on market surveillance, safety compliance, and coordinated action against risks ⁽⁷⁾.

European cooperation on market surveillance takes place through an informal group, called Administrative Cooperation Group on the Cableways Regulation.

⁽¹⁾ For example, in Toulouse ('3S'), Brest ('Bibus téléphérique'), Gaia ('Teleférico de Gaia'), or Koblenz ('Seilbahn Koblenz').

⁽²⁾ A first entry point for obtaining more information about cohesion policy funding can be obtained via: https://ec.europa.eu/regional_policy/in-your-country_en.

⁽³⁾ This support can cover all stages of the project cycle, i.e. studies, development, and implementation.

⁽⁴⁾ However, the specific opportunities for obtaining such support would need to be explored on a case-by-case basis.

⁽⁵⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32021R0241>.

⁽⁶⁾ For instance, Measure 16735 of the Greek RRP, which aims to improve physical access to cultural venues, including for older people and persons with disabilities.

⁽⁷⁾ More information available here: https://single-market-economy.ec.europa.eu/sectors/mechanical-engineering/cableways_en.

Finally, many organisations, conferences, trade shows and exhibitions facilitate exchange of best practices and experience at international, European and national level between manufacturers and of cable car systems.
