

(English version)

**Question for written answer E-001379/26  
to the Commission  
Nikolaos Anadiotis (NI)  
(7 April 2026)**

*Subject:* Safety of rail transport and reopening the Diakopto-Kalavryta rack railway

Safety of public transport — and rail operation and interoperability in particular — is a key obligation for Member States under the current EU regulatory framework (Directives (EU) 2016/798 <sup>(1)</sup> and 2016/797, and Regulation (EU) 2016/796).

The recent sudden suspension of the historic Diakopto-Kalavryta railway, despite its increased passenger use and importance for the local economy and tourism <sup>(2)</sup>, raises concerns about the adequacy of maintenance, risk prevention and overall network management, as well as about wider operational weaknesses, as set out in the Common Safety Methods (CSMs) <sup>(3)</sup>.

In light of the above, can the Commission answer the following:

1. How does it assess the Member States' implementation of the European framework for railway safety, primarily as regards maintenance, but also risk prevention (Articles 4 and 9 of Directive (EU) 2016/798)?
2. What EU oversight mechanisms ensure that infrastructure remains technically up to date, in order to prevent service disruptions or suspensions?
3. What steps will it take to rapidly restore and modernise infrastructure of particular local and touristic importance, such as the railway line in question?

Submitted: 7.4.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission  
(12 June 2026)**

On the basis of data contained in the Honourable Member's question and the linked press article, the Commission understands that the Diakopto-Kalavryta rack railway is a historic or touristic railway.

In this context, the Commission notes that most of the Member States, including Greece, decided to exclude infrastructure and vehicles reserved for strictly local, historical or tourist use from the scope of the measures implementing Directives (EU) 2016/798 <sup>(1)</sup> and 2016/797 <sup>(2)</sup>, as permitted by Article 2(3)(b) of Directive (EU) 2016/798 and Article 1(4)(b) of Directive (EU) 2016/797.

Therefore, the EU legal rail safety and interoperability framework, including the Common Safety Methods and Technical Specifications for Interoperability, does not apply to such railways used only for historic and touristic purpose.

Consequently, the management of safety, maintenance and other aspects of the functioning of historic and touristic railways is governed solely by national rules.

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<sup>1</sup> <https://eur-lex.europa.eu/eli/dir/2016/798/oj/eng>

<sup>2</sup> [https://pelop.gr/na-sfyrixai-kai-pali-to-treno-sfodres-antidraseis-apo-foreis-gia-to-xafniko-louketo-ston-odontoto/#goog\\_rewarded](https://pelop.gr/na-sfyrixai-kai-pali-to-treno-sfodres-antidraseis-apo-foreis-gia-to-xafniko-louketo-ston-odontoto/#goog_rewarded)

<sup>3</sup> <https://www.transport-community.org/wp-content/uploads/2022/06/ERA-presentation-Legislation-applicable-to-TDG-Railway-services-TCT-Rail-TC.pdf>

<sup>(1)</sup> Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety, OJ L 138 26.5.2016, p. 102, ELI: <http://data.europa.eu/eli/dir/2016/798>.

<sup>(2)</sup> Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union, OJ L 138 26.5.2016, p. 44, ELI: <http://data.europa.eu/eli/dir/2016/797>.