




RAILWAYS & TOURISM IN GREECE MK2 WHERE ARE WE NOW?

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CHARTS closing conference – parallel session on railway heritage

south pelion, 11.09.2014

A photograph of a train crossing a large stone viaduct with multiple arches. The train is moving from left to right. The landscape below is a valley with green vegetation and a small stream. The sky is overcast.

Railways & tourism

A love affair with maximum synergies

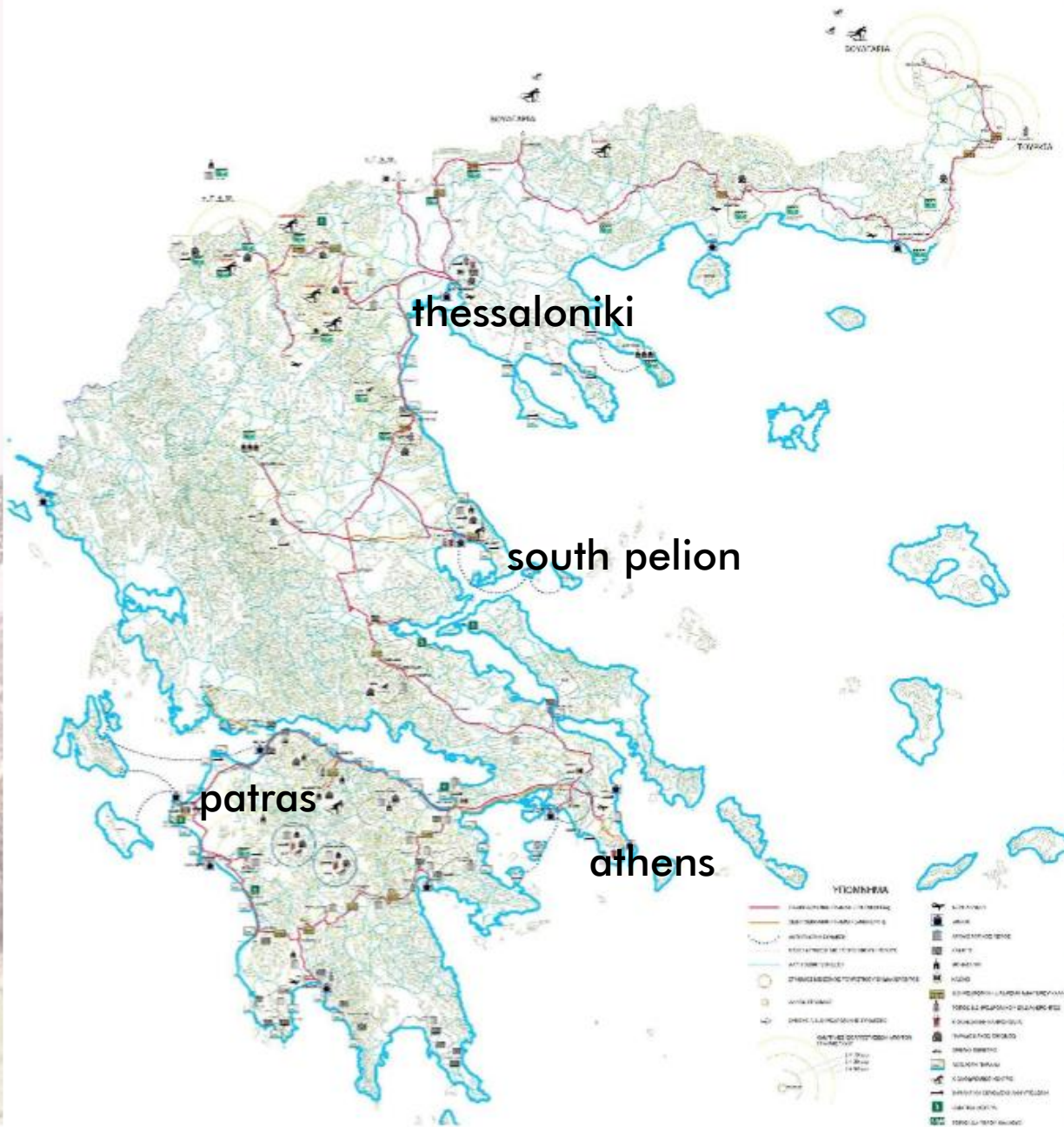
by

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CHARTS project Thematic Workshops & Study Visits
South Pelion, 10/06/2013

the r+t project was elaborated in 2008...
what happened since then?

in 2010 following the memorandum between the
greek government and the troika,
the government decided to reduce the debt of the
Hellenic railways (OSE) by...



...stopping all services
on the whole network
of the peloponnese



patras

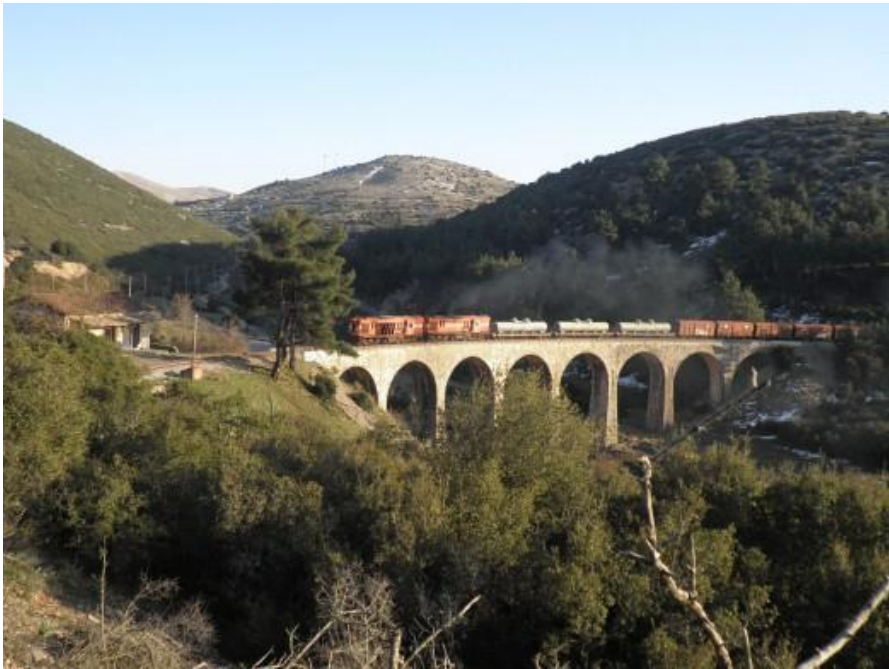
mycenae

olympia

epidavros

mani







the peloponnese rail network had its prime in
early 1900:

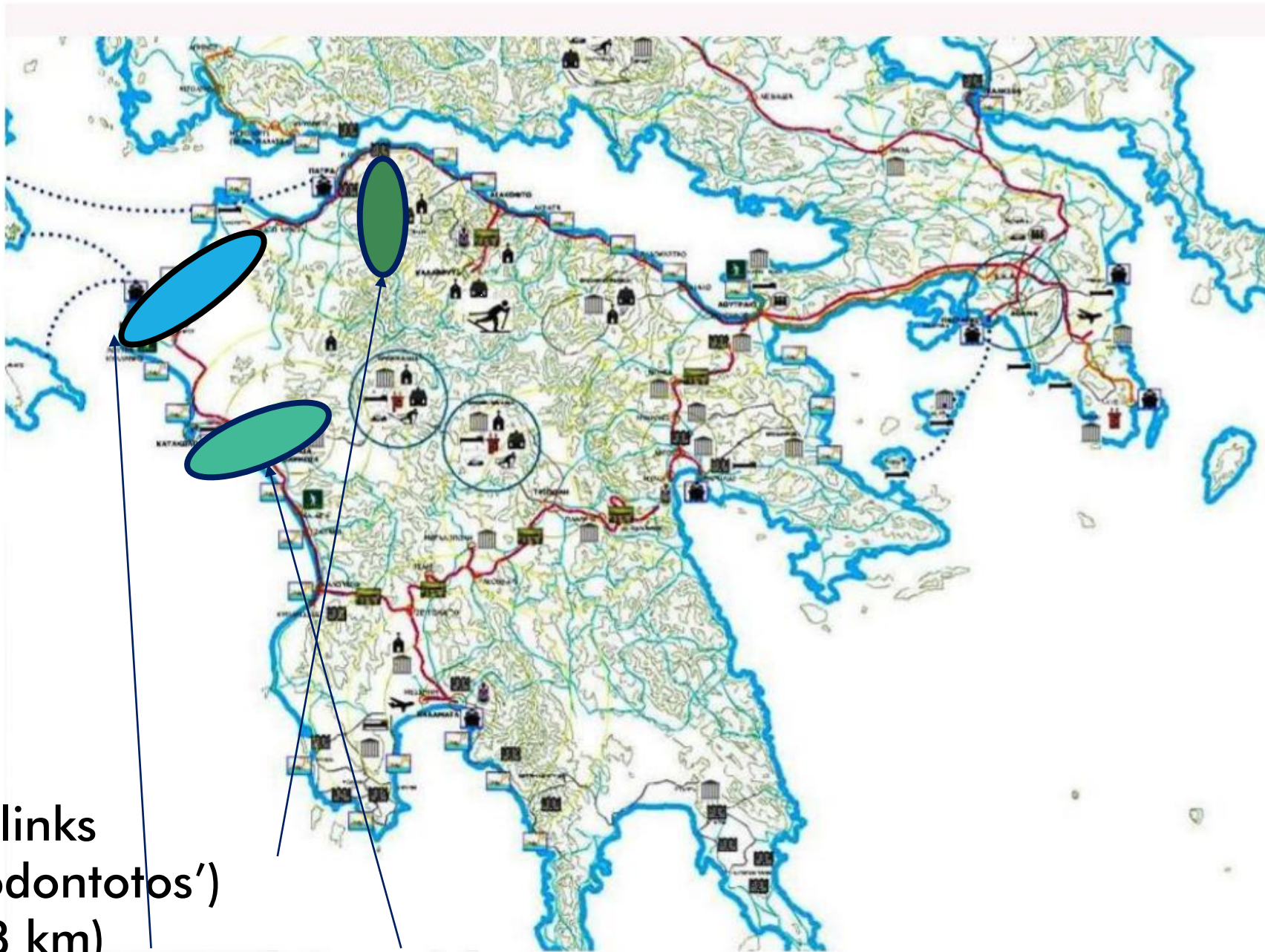
1.740.000 passengers per year

251.000 tons of freight

total length of 750 km

159 stations

links between all important cities



in 2014: 3 operational links
.diakofto – kalavryta ('odontotos')
.patras suburban link (8 km)
.katakolo – pyrgos – olympia (2 trains/day)

the bad side

the abandon of the network has serious effects:

- . stations and equipment burned by fires, squatters, burglars
- . theft of metallic equipment of any kind – rail, vehicles,...
- . sell-out of old (but historic, 19th century) equipment & rolling stock by the Hellenic railways! to prevent theft!

the good side

the hellenic section of the international committee for safeguard of industrial heritage has made an appeal to OSE and competent ministries to declare the railway heritage of Peloponnese as a national treasure, for its protection

this appeal also extends to the regeneration of the network for different uses (regular passenger, freight and tourist)

the better side

initiative by the regional government of Peloponnese to regenerate the network based on private-public partnerships, involving the regional & local authorities, local chambers – commerce & tourism, local sme's.

The call is expected by the end of 2014

The project involves (initially):

- . 1 suburban line to loutraki (important holiday resort), linked to the operating suburban rail network athens-korinth
- . 1 suburban line kalamata-messini
- . 1 thematic train (train-croisiere) linking korinth to kalamata via argos / mycenae and tripoli (the greek far-west)



if things work out as planned,
then we can hear the train
whistle blow again

