

**Question for written answer E-001359/2025
to the Commission**
Rule 144
Sakis Arnaoutoglou (S&D)

Subject: Unequal development of tourist ports in the EU – Greece failing to make the most of European tools

According to recent data, Greece is lagging behind terms of its development of tourist ports, despite its extensive coastal and island network and high potential for maritime tourism. In particular, it is estimated that Greece will only have 49 marinas in operation by 2030, while France and Italy already have 1 403 and 961 respectively. The fact that Greece is trailing behind in this area means that maritime tourism is not being fully harnessed as a source of sustainable development, especially in island and remote regions.

Although the establishment of tourist ports is a national competence, the European Union has strategic and financial tools (the Cohesion Fund, the ERDF, InvestEU, the Recovery and Resilience Facility) that can boost such investments, in the context of regional cohesion and a sustainable blue economy.

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

1. How does it assess the unequal distribution of investment in tourism infrastructure – in particular tourist ports – among the Member States?
2. Are there plans for targeted European support programmes for Member States that are lagging behind structurally in terms of maritime tourism, such as Greece?
3. How does the Commission intend to strengthen the EU's maritime tourism strategy in order to support the transition to a sustainable development model that boosts island and coastal economies?

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