

**Question for written answer E-002178/2025
to the Commission**
Rule 144
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Subject: On the dangers of Greek ports and EU policy

The state of Greek ports is worrying, with another dangerous incident involving a ship's cable that broke during boarding at the port of Alonissos.

This is not an isolated incident. At the end of April, a catapult was repaired at sea by a crew on the Syros-Piraeus route. A deceased dock worker has also been recovered during loading and unloading at the port of Piraeus.

Port infrastructure is old, incomplete and poorly maintained, and with intensified use and the deteriorating labour rights of seafarers, constitutes an explosive mix for the life and safety of crew and passengers.

The policy of governments and the EU shields and strengthens the profitability of the shipowners and business groups that control the ports. Notorious 'competitiveness', military mobility and poorly maintained, dangerous port infrastructure lead to accidents.

Meanwhile shipping capital enjoys voluntary taxation and tax exemptions with constitutional protection, as well as recently being awarded a reduction in port fees.

What is the European Commission's position on the fact that:

1. on the basis of Regulation 2017/352, unacceptable port services, from infrastructure to staff training, aim to boost the profits of business groups, as demonstrated by the reduction of port fees for shipowners in Greece at the expense of the safety of passengers, crew and port workers?
2. on the basis of the EU's strategy of promoting so-called 'military mobility', workers and passengers in these poor port infrastructures are exposed to additional major risks to their lives, health and safety?

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