

Question for written answer E-002774/2025
to the Commission
Rule 144
Kostas Papadakis (NI)

Subject: Completion of Crete's Northern Highway

The Greek Parliament has recently signed the concession contract for the project for the design, construction, financing, operation, maintenance and capitalisation of Crete's Northern Highway (known by its Greek abbreviation as the BOAK) in the Chania-Heraklion section. The BOAK is a private motorway intended to meet the needs of the hotel, tourist, commercial and construction sectors, and not the those of ordinary people, residents and visitors of Crete. The BOAK will operate as a closed road, collecting overt as well as 'hidden' tolls (guaranteed subsidies and compensation from concession clauses), which will cost ordinary people dearly.

The Nea Dimokratia Government is basing its decision to levy tolls on Directive 1999/62/EC and Directive (EU) 2022/362, which allow tolls and other charges to be levied, even if the construction of motorways has not been completed. As regards the design of the BOAK, it bisects the urban centres of Chania and Rethimno and cuts the city of Heraklion in two, while alternative toll-free roads do not exist.

In view of the above, can the Commission say:

1. What is the Commission's position on the calls by the island's grassroots organisations for the BOAK to be completed ensuring that it is exclusively public, modern, safe and free of charge, abolishing all types of tolls and charges, and that it be unified as far as Sitia, with tunnels in the Heraklion urban area to avoid cutting it in two?
2. What view does it take of the demand for the highway's financing, construction, maintenance and operation to be the sole responsibility of the State, without any commercialisation?

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