

**Question for written answer E-003887/2025**  
**to the Commission**  
Rule 144  
**Borja Giménez Larraz (PPE)**

**Subject:** Maintaining the competitiveness of Spanish and EU ports in relation to third-country ports

In recent years, third-country ports in the Mediterranean and North Africa have received European funding. In 2023, the container terminal in the Egyptian port of Damietta obtained a loan of EUR 125 million from the EBRD, an institution in which the EU is a shareholder.

In Morocco, the Nador West Med mega-port received loans from the EBRD of EUR 310 million in 2015, 2022 and 2025, in addition to a grant of EUR 5 million. The Tanger Med port complex also received EIB support, receiving EUR 40 million in 2007 and EUR 200 million in 2010.

This support stands in contrast to the strict obligations EU ports face under the maritime ETS and FuelEU Maritime initiatives, creating an uneven playing field in relation to facilities in North Africa that are not subject to these requirements. The Spanish ports potentially affected by this include Algeciras, Valencia, Barcelona, Cádiz, Huelva, Malaga, Las Palmas and Santa Cruz de Tenerife.

In view of the above:

1. What is the Commission's view on the fact that European resources are being allocated to third-country ports that are in competition with EU ports?
2. What measures will the Commission take to strengthen the competitiveness of Spanish and EU ports and prevent losses in competitiveness in relation to third-country facilities?

Submitted: 3.10.2025