

**Question for written answer E-003124/2026/rev.1
to the Commission**
Rule 144
Lefteris Nikolaou-Alavanos (NI)

Subject: Hazardous conditions in the overcrowded port of Rafina

Due to the decisions of the Greek Government and the Council of Coastal Transportation (SAS), passenger ferries are making increased use of the port of Rafina, which is already operating above capacity on the basis of the guidelines laid down in Regulation (EU) 2024/1679 on the TEN-T network. Reduced staffing levels, heavier workloads, repeated breaches of working time and rest period requirements – which are compatible with Directive 2009/13/EC, as they are not prohibited – and the practice of keeping ships overnight at unsafe anchorages outside the port and ‘races’ between competing ferry companies recently led to an accident whereby a ferry collided with the port jetty.

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

1. What is its position on the plans of the Greek Government and the Council of Coastal Transportation, which – in serving the profit-making needs of shipowners, in the name of capital competitiveness and the profitability of business groups – are putting passengers, seafarers and residents at risk in the port of Rafina, despite fierce backlash from seafarers’ unions and local organisations?
2. What is its position on the justified demand to increase the size of crews on ships, to stop the violation of seafarers’ working hours and rest periods and to ensure the implementation of collective bargaining agreements?
3. What is its position on the urgent need to take immediate and effective measures to eliminate the risks to marine navigation, passengers, crews and local residents from the dramatically ramped-up schedules that result in ships staying or spending the night outside the port of Rafina in unsafe conditions, given the lack of a tugboat to respond to emergencies?

Submitted: 24.7.2026