

EN

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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(7.8.2025)

1. The Commission has no evidence of a cause-and-effect relationship between a reduction of port fees for shipowners and a lack of safety of passengers, crew and port workers.

With respect to port fees, in accordance with Article 13 of Regulation (EU) 2017/352¹, the structure and the level of port infrastructure charges shall be determined according to the port's own commercial strategy and investment plans.

2. Ports are crucial economic hubs for civilian and military cargo and personnel. The EU investments in dual-use infrastructure on the Trans-European Transport Network (TEN-T) aim at boosting connectivity and increasing traffic volumes across all modes of transport, offering significant benefits for civilians in peacetime while significantly improving the military capabilities in case of crises.

Moreover, by ensuring that sufficient ports across the EU are 'military mobility-enabled'², the Commission facilitates the development of sufficient redundancies in the overall transport network, thereby decreasing rather than increasing the risks for individual ports. Military mobility and good logistical networks are also key elements of deterrence.

¹ Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports.

² e.g. to onload/offload equipment and supplies, to dispose of sufficient storage space, to be appropriately connected to the road and rail network, to allow smooth inland forwarding of shipments.