

(English version)

**Question for written answer E-000525/26
to the Commission
Ana Miranda Paz (Verts/ALE)
(9 February 2026)**

Subject: Anniversary of the shipwreck of the Villa de Pitanxo and the need to strengthen maritime safety standards to prevent such tragic accidents at sea

15 February 2026 marks the fourth anniversary of the tragic sinking of the Galician fishing vessel Villa de Pitanxo, 250 miles off the coast of Canada, in which twenty-one crew members perished and only three survived. Although there is talk of the vessel having been overloaded, partly owing to fuel tanks installed without legal authorisation, four years on the families of the deceased still do not know the true causes of the sinking, as a court decision remains pending.

In view of this:

1. Has the Commission had access to the final report of the Spanish Commission of Inquiry into Maritime Accidents and Incidents (CIAIM) and been in contact with the Member State concerned with a view to improving maritime safety in this type of accident?
2. What is the Commission's view of the fact that the Spanish State has decided not to recover all the bodies of the deceased, with 12 still missing?
3. What proposals has the Spanish State made for the adoption of new safety measures to prevent accidents such as that involving the Villa de Pitanxo from happening again?

Submitted: 9.2.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(28 April 2026)**

1. The Commission has seen the report ⁽¹⁾ prepared by the Spanish Standing Commission for the Investigation of Maritime Accidents and Incidents (CIAIM) which has been published by the Spanish authorities and is also available on the European Marine Casualty Information Platform hosted by the European Maritime Safety Agency. The Commission has not been in contact with the Spanish authorities concerning this accident.
2. In relation to the 12 missing persons, the Commission understands the anguish of their families. It notes that the underwater search and inspection operations undertaken by CIAIM in May and June of 2023 took place 15 months after the sinking and were designed to support the investigation to obtain relevant information about the vessel, its cargo and fishing equipment as well as the seabed and not to recover mortal remains.
3. Apart from the safety recommendations made by CIAIM in Section 6 of the above-mentioned report, the Commission is not aware of any such proposals.

⁽¹⁾ https://www.transportes.gob.es/recursos_mfom/comodin/recursos/ic_03-2024_villa_de_pitanxo_web-en-gb_0.pdf.