

EN

E-003124/2026

Answer given by Mr Tzitzikostas
on behalf of the European Commission
(13.10.2026)

The Commission takes note of the alleged difficulties encountered in the port of Rafina related to the possible mismatch between the demand for port use and its capacity, which if the case should not compromise the safe operation of the passenger ships concerned.

EU maritime safety law does not regulate the management of port capacity or port traffic, the scheduling of ferry operations, the use of anchorages areas or the availability of tugboats. Neither Regulation 2017/352¹ establishing a framework for the provision of port services and common rules on the financial transparency of ports, nor Directive 2002/59/EC² establishing a Community vessel traffic monitoring and information system cover the specific technical aspects of the management of port capacity.

The Commission understands that the Greek authorities, acting in their capacity of flag state, ensure that passenger ships comply with the safe manning requirements and the work and rest hours as per Greek national law.

Passenger ships, in both domestic trade within Greece and international trade, have to comply with SOLAS Chapter V³ on the safety of navigation. Therefore, it is the responsibility of the flag state to ensure the proper application of these requirements. Greece, as the port state, is also responsible to ensure the safety of navigation in its ports and waters.

¹ <https://eur-lex.europa.eu/eli/reg/2017/352/oj/eng>.

² https://eur-lex.europa.eu/legal-content/EN/NIM/?uri=oj:JOL_2002_208_R_0010_01.

³ <https://www.imo.org/en/ourwork/safety/pages/navigationdefault.aspx>.