



SPECIAL OPERATING REGULATIONS OF THE TOURIST PORT (MARINA) OF MESSOLONGHI

English Translation of Decision No. 12855
Government Gazette, Series B, No. 4063 / 2 July 2026

IMPORTANT NOTICE: This is an unofficial English translation prepared for information and operational use. In accordance with Article 10 of the Special Operating Regulations, the English rendering is a free translation and, in the event of any conflict or discrepancy between the Greek and English texts, the official Greek text shall prevail.

DECISION No. 12855

Approval of the Special Operating Regulations of the Tourist Port (Marina) of Messolonghi.

THE MINISTER OF TOURISM

Having regard to:

1. Chapter C concerning the establishment and operation of tourist ports of Law 2160/1993 "Regulations on Tourism and other provisions" (A 118), and in particular Article 31A(4) concerning approval of Special Operating Regulations for Tourist Ports.
2. Law 3270/2004 "Competences of the Ministry of Tourism Development and tourism matters", as in force (A 187).
3. Law 4622/2019 "Executive State: organisation, operation and transparency of Government, governmental bodies and central public administration" (A 133).
4. Law 4727/2020 "Digital Governance [transposition into Greek law of Directive (EU) 2016/2102 and Directive (EU) 2019/1024] - Electronic Communications [transposition into Greek law of Directive (EU) 2018/1972] and other provisions" (A 184), and in particular Article 80 "Procedure for online publication".
5. Presidential Decree 127/2017 "Organisation of the Ministry of Tourism" (A 157).
6. Presidential Decree 79/2023 "Appointment of Ministers, Alternate Ministers and Deputy Ministers" (A 131).
7. Joint Ministerial Decision T/9803/05.09.2003 (B 1323) of the Ministers of Development and Merchant Marine concerning the General Operating Regulations for Tourist Ports.
8. Ministerial Decision T/1421/07.04.1997 of the Minister of Development "Siting of a Tourist Port within the Port Zone of Messolonghi" (D 307).
9. Joint Ministerial Decision No. 5588/04.04.2012 of the Deputy Ministers of Culture and Tourism "Amendment of Ministerial Decision T/1421/07.04.1997 on the siting of the tourist port of Messolonghi" (A.A.P. 126).
10. Joint Ministerial Decision No. 650/14.01.2019 of the Ministers of Environment and Energy and Tourism "Amendment of siting and approval of environmental terms of the tourist port of Messolonghi" (A.A.P. 1).
11. Ministerial Decision No. 11629/14.06.2019 of the Minister of Tourism "Partial Operating Licence for distinct sections of the Tourist Port of Messolonghi" (ADA: Ω7IM465XΘΟ-Φ2Ζ).
12. The concession agreement dated 17.12.2013 for the use and exploitation of the tourist port of Messolonghi between "Marina Messolonghi S.A. Tourist Port Operating Company" and the Hellenic State.
13. The amendment dated 02.05.2019 to the concession agreement for the use and exploitation of the tourist port of Messolonghi between "Marina Messolonghi S.A. Tourist Port Operating Company" and the Hellenic State.
14. Request/document 2617.461/29.06.2026 concerning submission to the Fire Service of the Sacred City of Messolonghi of the Active Fire Protection Study for the Tourist Port (Marina) of Messolonghi.



15. Insurance policy No. 189293/4/15.01.2024 of ETHNIKI insurance company.
16. Request No. 12641/2026 for submission of supporting documents, accompanied by the minutes of the Board of Directors of "Marina Messolonghi S.A." approving the Special Operating Regulations of the Tourist Port (Marina) of Messolonghi.
17. The fact that the provisions hereof do not concern an administrative procedure subject to mandatory registration in the National Registry of Administrative Procedures (EMDD-MITOS).
18. The fact that the provisions hereof do not give rise to expenditure charged to the State Budget.

WE DECIDE:

To approve the Special Operating Regulations for distinct sections of the Tourist Port (Marina) of Messolonghi, as follows:

Article 1

Scope - Definitions

1.1 These Special Operating Regulations have been drawn up pursuant to Article 31A(4), in conjunction with Article 31(10.3), of Law 2160/1993 (A 118) and Joint Ministerial Decision T/9803/05.09.2003 of the Ministers of Development and Merchant Marine, "General Operating Regulations for Tourist Ports" (B 1323).

1.2 They apply to the land and sea zones of the Tourist Port (Marina) of Messolonghi, sited by Ministerial Decision T/1421/07.04.1997 "Siting of a Tourist Port within the Port Zone of Messolonghi" (D 307), as amended by Decision No. 5588/04.04.2012 (A.A.P. 126) and Joint Ministerial Decision No. 650/14.01.2019 "Amendment of siting and approval of environmental terms of the tourist port of Messolonghi" (A.A.P. 1).

The designated zone of the Tourist Port of the Sacred City of Messolonghi, with a capacity of 267 berths according to the general site plan, consists of 47,647.00 m² of land zone and 88,068.00 m² of sea zone. The Tourist Port of Messolonghi lies within the Port Zone of Messolonghi, specifically in its western part. The Port Zone extends within the enclosed bay formed between the lagoons of Messolonghi and Kleisova, in front of the coastal frontage of the Sacred City of Messolonghi. This enclosed bay communicates with the open sea through a 3 km navigation channel beginning at the southern part of the bay and ending in the Gulf of Patras. The sea zone extends at a variable distance of approximately 150 to 220 metres from the limits of the land zone towards the eastern part of the Port Zone of Messolonghi.

The geographic coordinates, based on EGSA '87 and WGS '84, approximately at the centre of the two entrances of the tourist port, as shown on the map, are:

Entrance	EGSA '87	WGS '84
Southeastern	X: 274343.832 / Y: 4248529.832	L: 21°25'8.68" / Lat: 38°21'32.91"
Northeastern	X: 274349.868 / Y: 4248919.415	L: 21°25'8.48" / Lat: 38°21'45.56"

1.3 These Regulations apply to all persons present within the land or sea area of the Tourist Port of the Sacred City of Messolonghi or making use of its facilities and services. Any person using the facilities within the Tourist Port shall comply with the rules and conditions set out in: (a) the General Operating Regulations for Tourist Ports, as applicable from time to time; (b) these Special Operating Regulations; (c) the relevant berthing/services application or agreement signed upon berthing; and (d) all other general and specific instructions issued by the personnel of the managing body for the smooth and safe operation of the Tourist Port.



Article 2

Services and Facilities

2.1 The following services and facilities are provided at the Tourist Port of the Sacred City of Messolonghi, in accordance with the operating hours announced by the Port Management: berthing of arriving vessels; permanent mooring lines; water supply; electricity supply; telephone and Internet connection; fax facilities; receipt and dispatch of mail; VHF communication; washing machines; dryers; common sanitary facilities (WC and showers); facilities for persons with disabilities in buildings and on piers (WC, ramps); fire safety; life-saving equipment; anti-pollution equipment; safety equipment; refuelling at a designated location with enhanced pollution-prevention and fire-safety measures; vehicle parking; domestic waste disposal areas; used battery and waste disposal areas; a small first-aid room; restaurant-bar; chandlery; ancillary spaces; storage areas; Customs; Port Authority; control tower; entrance gatehouse; facility security; reception, customer service and information. These services and facilities may be modified or suspended by prior decision of the Port Management.

2.2 Vessel refuelling may take place only from the available underground fuel tanks of the port and by authorised personnel. All safety and pollution-prevention requirements for the sea and land areas shall be observed, as laid down by the applicable national and international regulations and by the Port Management.

Land Facilities

2.3 The land zone includes all building facilities necessary for the full service of persons on board vessels and visitors. Provision has been made, by means of mobile ramps, for access by persons with reduced mobility. Various activities (commercial, tourist, etc.) may be developed in the land facilities either by the Port Management or by third-party sublessees to whom the Port Management may lease areas for the exercise of their professional activities.

2.4 Sublessees of land areas shall hold all licences required for the proper operation and exploitation of their premises and shall fully comply with all applicable market, police and other provisions, particularly those relating to cleanliness, noise prevention, and the safety of the public and employees.

2.5 Sublessees shall obtain prior written approval from the Port Management for any alteration to the external appearance of their premises, including changes of colour, signs, advertising, flags and awnings.

2.6 Sublessees of land facilities shall pay to the Port Management their proportional share of common-area charges in accordance with the relevant allocation schedule attached to and signed with the sublease, including human and camera security, landscaping, cleaning, exterior lighting, painting of common areas and any other maintenance deemed necessary by the Port Management without prior notification to or approval by sublessees.

Technical Support - Haul-out and Storage Ashore

2.7 The Tourist Port provides areas for the storage of vessels ashore for wintering, where technical support services are provided, including repairs and maintenance of vessels and their equipment, usually on a small scale, together with the necessary means for hauling out and launching vessels.

2.8 No vessel may be hauled out, no work may be carried out on vessels, no underwater hull may be cleaned within the land areas of the Tourist Port, and no slipway may be used for haul-out or launching without the written permission of the Port Management.

2.9 For the haul-out or launching of a vessel, the following are required: (1) completion of the relevant application by the owner, representative or master and written acceptance by the Port Management; (2) payment of haul-out and ashore-stay fees; (3) a valid insurance policy; (4) issuance of a haul-out permit by the Port Authority; and (5) unconditional acceptance by the owner of the General Operating Regulations for Tourist Ports, the Operating Regulations of the Tourist Port of Messolonghi and the General and Special Instructions issued by the Management. Applications for haul-out and stay ashore are approved by the Port Management in order of priority and in accordance with the company's schedule and operational needs.

2.10 In the haul-out or launching application, the owner, representative or master declares that he/she has taken note of the technical characteristics of the machinery, facilities and equipment of the Tourist Port and considers them suitable for the safe approach, haul-out, transfer, support and launching of the vessel.



2.11 Cleaning underwater hulls by pressure washing or other methods is prohibited outside the designated area. Such work shall be carried out exclusively by personnel authorised by the company.

2.12 Haul-out, launching and placement of vessels in the land zone shall be carried out only at the port facilities, using port machinery and equipment and by the competent personnel.

2.13 For haul-out, the owner shall: (1) move the vessel to the haul-out basin and remove it after launching; (2) ensure, until haul-out, the vessel's safe stay in the basin, complete immobilisation and maintenance of zero longitudinal and transverse inclination; (3) disconnect/remove equipment that may impede or endanger haul-out, transfer, support or launching; (4) protect protruding parts of the vessel, above and below the waterline, by his/her own means and at his/her own responsibility; (5) indicate precisely the lifting and support points and provide in writing any technical/constructional information or special characteristics relevant to safe handling; (6) where required, engage at his/her own cost and responsibility a diver to position the lifting slings; and (7) inspect and confirm the safe support of the vessel.

2.14 During haul-out or launching, the owner shall normally be present in person and perform the actions required by these Regulations. In special cases, haul-out/launching may take place in the owner's absence in the presence of an authorised representative who assumes all relevant responsibilities. Where neither the owner nor a representative can be present, any required haul-out, launching or movement may be performed without them, but under the owner's exclusive responsibility.

2.15 After a vessel has been placed ashore and secured on its support cradle, the owner may not interfere with the method of support without permission from the competent port personnel.

2.16 The Port Management determines the position in which a vessel is stored ashore and may move it to another position whenever deemed necessary. The owner or representative shall attend such movement if notified. In their absence, movement shall be carried out by the competent port personnel at the owner's responsibility.

2.17 While vessels remain in storage areas, engines may not be operated and sails may not be used. In particular, owners of sailing vessels shall remove sails before haul-out.

2.18 The owner or crew may not reside or stay overnight on board a vessel while it remains in the land zone of the port without written authorisation from the Port Management.

2.19 The owner is responsible for the cleanliness and good order of the area occupied by the vessel in the land zone. If the owner fails to comply, the Port Management may clean the area and charge the relevant cost to the owner.

2.20 No person not appointed by the Port Management for the specific task may intervene in, repair or improve port installations.

2.21 Vessels, small auxiliary boats or trailers may not remain in land areas of the Tourist Port without written permission from the Port Management.

2.22 The slipway may be used only by vessels having received written company approval and having paid the applicable fees. Such movements are carried out by the owner's means and at the owner's responsibility. Use of land-zone space likewise requires written company approval and payment of the applicable fees. Schedules for slipway use and for the stay of small craft and inflatables on owners' trailers are announced by the company together with the relevant tariffs.

2.23 Cars and wheeled vehicles generally may not pass through or remain in the vessel storage land zone except with company permission, granted only to professional vehicles and for specific movements.

2.24 Unauthorised personnel may not enter or remain in the vessel storage land zone. Authorised personnel may enter and remain there only during the hours specified by the Port Management by notice.

2.25 Large-scale maintenance and conversion works are prohibited except in special cases approved by the Management. In such cases the owner shall obtain every permit/approval required and take every measure prescribed by Greek law for the execution of the work.

2.26 Work on underwater parts (e.g. sanding, cleaning, painting) and topsides (e.g. polishing) of private vessels shall be carried out exclusively by a workshop authorised by the company, unless undertaken by the owner or crew at the owner's responsibility. Any repair or maintenance requires prior notification to and permission from the Port



Management. The Management determines the hours during which routine cleaning, minor repairs and battery charging are permitted.

2.27 Persons other than port personnel and port contractors may carry out repairs or maintenance only with written permission from the Port Management. The Management may refuse work by persons not belonging to port personnel where port spaces and facilities are used. In all cases, the vessel owner or master shall submit a declaration notifying small-scale works, naming the contractor and safety technician and the period of the works, confirming that persons working on the vessel are insured with a public social-security organisation, and undertaking to make good any damage caused to persons or property by such workers. The owner is additionally responsible for their full compliance with applicable legislation and occupational health and safety regulations.

Article 3

Vessel Sizes - Categories

3.1 Professional or private recreational vessels between 5.5 and 30.5 metres in length and with a draught not exceeding 8 metres may berth and use the Tourist Port facilities.

3.2 The Tourist Port of the Sacred City of Messolonghi provides approximately 267 berths at piers and quays, with the following indicative distribution:

Category	Berth length (m)	Number of vessels	% of total
I	Up to 8.0	31	11.62
II	8.0 to 10.0	76	28.46
III	10.0 to 12.0	113	42.32
IV	12.0 to 25.0	47	17.60
TOTAL		267	100.00

3.3 Allocation of berths is exclusively within the competence of the managing body of the Tourist Port.

3.4 The Port Management reserves the right to increase or decrease the number of berthed vessels, with a corresponding redistribution of berths by length category, in order to meet current berthing needs.

Article 4

Right to Berth - Allocation of Berths

4.1 Recreational vessels as defined in Article 3.1, whether registered in a Greek or foreign register, are entitled to apply for berthing and use of the facilities. Vessel characteristics, ownership, marine insurance and seaworthiness are evidenced by the valid original ship's documents, which the Customer shall present on arrival and whenever requested by the competent bodies of the managing entity.

4.2 A right to berth is acquired only following a request by the owner, master or lawful representative and written acceptance and signature of the terms of the berthing application/agreement and these Regulations, such signature being constitutive of the right.

4.3 Unless otherwise provided in the berthing agreement, each berthing agreement terminates automatically on expiry of its agreed term and may also be terminated earlier by the Port Management against the Customer in the event of breach of any term of the berthing agreement, these Special Regulations, or the General Operating Regulations for Tourist Ports, with notification also to the competent Port Authority for information and imposition of the sanctions provided by law.



4.4 Termination by the Customer shall be made only in writing and in accordance with the provisions governing leases. It produces legal effect only upon lawful service on the Port Management and provided the Customer has fully paid all amounts due to the managing body.

4.5 The Customer shall notify the Port Management in writing whether the vessel is intended to remain in the facilities at least 30 days before expiry of the contractual berthing period. The Management retains full discretion to accept or reject an extension request. Continued presence of the vessel after expiry, even without objection by the Management, shall under no circumstances establish an extension of the berthing right.

4.6 If, on expiry of the contractual berthing period, the Customer has not provided the above written notice, the Customer expressly and irrevocably instructs the Marina managing body to renew the agreement unilaterally without further consent, fully accepting the applicable service tariff for the following period and expressly and irrevocably waiving any right to challenge or dispute it.

4.7 The competent bodies of the Port Management have the right to accept or reject any berthing request and the exclusive right, each time a vessel arrives, to determine a berth suitable for its dimensions and type and for the operational needs of the port.

4.8 The Port Management's contractual obligation to provide a berth is fulfilled by providing any berth suitable for the vessel's mooring/berthing within the Tourist Port.

4.9 Occupation by a vessel of any berth other than that indicated by the competent port bodies is unauthorised and prohibited.

4.10 Where a vessel with a permanent berth is absent, the Port Management may allocate that berth temporarily to a visiting vessel, which shall depart in good time and in all cases before the return of the absent vessel.

4.11 Customers may not make their berths available to third parties, even temporarily, nor exchange berths among themselves.

4.12 The berthing right relates solely to the specific vessel for which it is requested. A Customer may not berth more than one vessel owned, possessed, held or used by him/her in the same berth.

4.13 The Port Management may refuse or discontinue berthing, particularly where the vessel is not seaworthy, is not motorised or, if a sailing vessel, lacks an auxiliary propulsion engine, is uninsured, has a carrying capacity exceeding 49 passengers (excluding crew), lacks complete and valid flag-state certificates, or in any other case provided by the General or Special Operating Regulations, the berthing agreement, or any other general or special provision of law.

Article 5

Permitted Speed - Vessel Berthing Areas

5.1 Vessels approaching the sea zone shall contact the Tourist Port office by telephone or on VHF Channel 69, await permission to enter and follow the instructions of the competent personnel for safe movement within the Tourist Port.

5.2 Vessels entering or leaving the Tourist Port shall: proceed without creating wash that disturbs other vessels; proceed calmly where weather and manoeuvring characteristics permit; not race other vessels; not exceed five (5) knots within the sea zone; strictly comply with the International Regulations for Preventing Collisions at Sea; never obstruct navigation and traffic channels to or from moorings and not overtake another vessel in the entrance channel; and not navigate perpendicular to the notional axis of the entrance or approach channels, nor anchor or remain in the port entrance.

5.3 The following table shows the indicative distribution of vessels by length category among the piers as depicted in the Tourist Port Master Plan:

Pier/Area	Vessel category	Number of berths
P1	I	31
P2	II, III	43



P3	II, III	55
P4	II, III	58
P5	II, III	17
P6	II, III	16
Quays	IV	34
Breakwater	IV	13
TOTAL		267

The maximum number of berthed vessels, both per pier and overall, may be increased or decreased according to actual demand and the operational needs of the Tourist Port.

Article 6

Organisation of the Tourist Port

6.1 By the concession agreement dated 17.12.2013, as amended on 02.05.2019, the Hellenic State granted the use and exploitation of the Tourist Port zone of the Sacred City of Messolonghi for 48 years to “Marina Messolonghi S.A. Tourist Port Operating Company”, trading as “Marina Messolonghi S.A.”. The company is governed by a five-member Board of Directors.

6.2 Organisational structure. The undertaking comprises the following administrative units: GENERAL MANAGEMENT - Legal Counsel; Organisation, Coordination and Development Department; Secretariat Office. SERVICES DIRECTORATE - Promotion, Marketing and Public Relations Department; Customer Service and Reception Department; Vessel Service Department; Security Department. ADMINISTRATIVE AND FINANCIAL DIRECTORATE - Accounting Department; Personnel Department. TECHNICAL DIRECTORATE - Safety Technician; Technical Services Department; Maintenance Department; Cleaning Department.

6.3 The successive administrative levels are General Management, Directorate, Department and Office. The corresponding heads are the General Manager, Director, Department Head and Office Head.

6.4 Chief Executive Officer. The CEO is the highest executive body of the undertaking, heads all services, directs their work and takes the necessary decisions within the provisions governing the company, approved programmes and budgets. The CEO: (a) submits proposals and recommendations to the Board necessary to achieve company objectives; (b) decides on contracts up to the amount set by Board decision; (c) decides on internal organisation and operating rules except matters governed by regulations approved by the Board; (d) decides on human-resources matters and internal organisation and regulations of the Tourist Port of Messolonghi except matters governed by Board-approved regulations; and (e) represents the company in acts within his/her management authority and those for which authorised by the Board. In the CEO's absence or impediment, a person appointed by Board decision acts as substitute.

6.5 General Management - General Manager. The General Manager assists the CEO by coordinating and supervising the smooth operation of Directorates, Departments and Offices. The General Manager: (a) ensures compliance with planning and implementation of objectives and directions set by the Board and CEO, monitoring, coordinating and controlling the activities of the organisational units; (b) allocates work among subordinate units; (c) recommends action programmes and decisions within the competence of the CEO and Board; (d) ensures efficient implementation of Board and CEO decisions; (e) informs the CEO on the progress of approved action programmes and execution of decisions; and (f) recommends modifications to action programmes when necessary. By CEO decision, the General Manager may be granted representative authority for matters within the CEO's competence. In the General Manager's absence or impediment, one of the Directors designated by the CEO acts as substitute.

6.6 Organisation, Coordination and Development Department. (a) It is the company's coordination centre and facilitates cooperation and communication between Directorates through relevant plans. (b) It assists the CEO, General Manager and Legal Counsel. (c) It collects and processes data relating to company results and achievement of objectives and makes proposals to the General Manager for more effective operation. (d) It conducts continuous market research,



processes operational data and recommends development programmes. (e) It develops and implements quality-assurance plans and seeks relevant quality certifications. (f) In cooperation with Legal Counsel, it ensures timely information to Management on the legal and institutional framework and changes thereto. (g) It investigates national and European programmes relevant to operation and development and recommends participation. The Department is headed by the Organisation Manager, who reports to the General Manager.

6.7 Legal Counsel. The Legal Counsel: (a) provides legal opinions and advice to Management and company services; (b) informs services about legislation and case law affecting them; (c) provides legal support in drafting contracts, special agreements and tender documents, including procurement, notices, works contracts and leases; and (d) handles litigation and disputes with third parties and defends the company's rights and interests.

6.8 Secretariat. The Secretariat: (a) assists the Chair of the Board in preparing and circulating the agenda in accordance with the articles of association and law; (b) keeps Board minutes and submits copies of decisions to the competent approving administrative authority and relevant Directorates/Departments; and (c) maintains an index of Board decisions, processes Board work, drafts and types decisions of the CEO and General Manager, circulates them internally, maintains required books, files and protocols, and handles typing, reproduction, circulation and filing of correspondence and documents.

6.9 Services Directorate. The Services Directorate is responsible for company promotion and marketing, sales, customer and vessel service and generally all services provided, including security. It is headed by the Port Director, who supervises all Directorate departments and reports to General Management.

6.10 Promotion, Marketing and Public Relations Department. It: (a) proposes, plans and implements promotion, marketing and public-relations programmes; (b) monitors implementation and reports results; and (c) proposes necessary actions for the company's international relations and contacts in all fields of activity. It is headed by the Promotion Manager, reporting to the Port Director.

6.11 Customer Service - Reception Department. It: (a) is responsible for reception and customer service; (b) is responsible for sales and effective cooperation with external service providers whose services are managed by the company; (c) cooperates with Vessel Service and Technical Services for optimal customer service; (d) is responsible for the electronic management system and telephone centre; and (e) monitors proper implementation and renewal of customer contracts, service scheduling and collections. It is headed by the Reception Manager, reporting to the Port Director.

6.12 Vessel Service (Mooring) Department. It is responsible for: (a) reception, mooring, berthing and safety of vessels; (b) provision of other services offered to customers' vessels, including electricity, water, sewage pumping, waste reception/storage, movement, shifting and towing; (c) inspection and safety of vessels in the berthing zone; (d) immediate intervention where mooring arrangements create risks; (e) use, maintenance and cleanliness of the company's port-zone facilities; (f) operation, maintenance and cleanliness of company support boats; (g) reception and service of customers at port facilities; (h) informing customers of company regulations, their obligations and forecasts of dangerous weather; and (i) cooperation with Customer Service to provide high-level services. It is headed by the Berthing Manager, reporting to the Port Director.

6.13 Security Department. It is responsible for: (a) surveillance of the entire zone or zones managed by the company; (b) control of users and vehicles in accordance with company regulations and special instructions issued by Management; (c) information to customers and visitors; and (d) use and maintenance of company security systems. It is headed by the Security Manager, reporting to the Port Director.

6.14 Administrative and Financial Directorate. It is responsible for: (a) coordinating financial and administrative work; (b) proposing periodic budgets and monitoring compliance; (c) supervising accounting, cash and procurement procedures; (d) preparing the balance sheet; (e) human-resource management and administrative support; and (f) materials management. It is headed by the Financial Director, who supervises all Directorate departments and reports to General Management.

6.15 Accounting Department. It is responsible for: (a) procedures for recording financial transactions in accordance with the applicable chart of accounts; (b) procedures for issuing documents for all collections and payments; (c) preparation



and monitoring of cash-flow planning; (d) provision of costing data for works and services; (e) preparation of balance-sheet data and information for financial programmes; and (f) carrying out company collections and payments.

6.16 Personnel Department. It deals with: (a) servicing company personnel and forwarding their requests; (b) monitoring and applying legislation on personnel and employment relations; (c) maintaining individual personnel files and records; (d) preparing individual employment contracts and monitoring their implementation; and (e) handling matters concerning company-employee relations.

6.17 Technical Directorate. The Technical Directorate supervises all work relating to technical matters, services provided, maintenance of installations and cleanliness. It is headed by the Technical Director, who supervises all Directorate departments and is responsible to the General Manager for coordination of Technical Services.

6.18 Safety Technician. The Safety Technician: (a) is responsible for installation safety as prescribed by law; (b) reports to the Technical Director on matters within his/her competence; (c) carries out required inspections, records results, issues instructions and observations and monitors implementation; and (d) maintains the books and records required by law.

6.19 Technical Services Department. It: (a) undertakes and completes all technical services provided by the company, including maintenance; and (b) organises and coordinates all workshops cooperating with the company to provide technical services to vessels. It is headed by the Technical Manager, reporting to the Technical Director.

6.20 Maintenance Department. It is responsible for maintenance and repair of all company facilities and cooperates with the Safety Technician for the most effective operation of the facilities.

6.21 Cleaning Department. It is responsible for cleanliness of the port facilities and for planting, maintenance and beautification of green areas and irrigation systems.

6.22 The Port Management shall have the necessary personnel to ensure operation of the port on a 24-hour basis. Marina Messolonghi S.A. personnel shall be suitable, specialised and sufficient for the particular conditions, ensuring smooth operation and user service. The Port Management applies company regulations (Internal Operating Regulations, Special Regulations, etc.) approved by the Board, containing instructions to be followed by personnel and users; their implementation is monitored and the instructions are updated where necessary.

Indicative service schedule and staffing:

Service	Summer operation / staff	Winter operation / staff
Vessel service	08:00-20:00 / 4	08:00-20:00 / 2
Customer reception	08:00-20:00 / 2	08:00-20:00 / 1
Cash desk	08:00-16:00 / 2	08:00-16:00 / 1
Showers - WC	24 hours / 3	24 hours / 1
Access - surveillance	1 entrance gate / 3	1 entrance gate / 3
Haul-out/launching, repairs	Mon-Fri 08:00-17:00 / Travel Lift external contractor	Mon-Fri 08:00-16:00 / Travel Lift external contractor

Article 7

Mooring System - Approach, Stay and Departure Procedures

7.1 Vessels berthed in and moving within the sea zone shall comply with applicable safe-navigation provisions, the General Port Regulations governing departure, arrival, anchoring, stern-to or alongside berthing, and these Special Regulations.

7.2 Customers bear exclusive responsibility for the safe mooring of their vessels and shall ensure that vessels are always properly secured. Customers shall provide all equipment necessary for safe anchoring and mooring (ropes, chains, shackles/keys and fenders), inspect its condition and replace worn equipment, being liable for damage, loss or



injury arising from non-compliance. The Port Management may in any event inspect and replace mooring equipment at the Customer's expense.

7.3 The presence of the service boat and instructions from competent port bodies do not relieve the skipper/master from responsibility for manoeuvres within the port or for mooring to the permanent mooring system.

7.4 Through its competent bodies, the Port Management may inspect mooring arrangements and other vessel operations and may give instructions or take measures for safer mooring, movement, approach and general marina operation, charging any resulting costs to the owner.

7.5 Berthing at a specific position creates no right for the vessel or owner/representative to retain that position. The Port Management may change mooring and stay positions according to operational needs and for orderly operation.

7.6 Owners/masters/skippers of arriving vessels shall communicate by any appropriate means the identifying characteristics of the vessel to the competent port bodies and await instructions and permission to enter the mooring/berthing area.

7.7 After permission to enter, vessels are guided to the appropriate berth either with the presence/assistance of the service boat or by instructions from the port VHF station.

7.8 Immediately after arrival, owners/masters/skippers shall: (a) complete the forms provided; (b) present all original ship documents required by law, particularly nationality/registration document, insurance policy and tonnage certificate, together with any documents establishing the authority of the owning entity and its legal representative, and provide copies to the Port Management; (c) inform Management of any waste-delivery requirements; and (d) inform Management of any problems, defects or damage affecting the vessel.

7.9 The owner, representative or master shall be able to produce a valid insurance policy issued by a reputable insurer, compliant with current law and covering at least: third-party civil liability for injury/death; third-party property damage; marine pollution; wreck removal from the sea zone; and partial or total theft of the vessel.

7.10 By mooring the vessel, the master and ownership accept that the Port Management or its duly authorised representative may enter the vessel at any time of day or night in the event of danger, emergency or compulsory shifting.

7.11 Before departure of a berthed vessel, the Port Management shall be informed of the duration of absence and expected return date; otherwise the vessel is deemed to depart permanently and the berthing agreement terminates automatically, without further formalities, through the vessel's fault.

Article 8

Safety and Protection of Vessels and Port Users - Environmental Protection - Waste Management - Shifting of Vessels

Safety and Protection of Vessels and Port Users

8.1 The Tourist Port has the necessary means and its management takes all preventive measures for guarding and protecting port installations prescribed by applicable provisions for the prevention, deterrence and response to fires and accidents and for the rescue of persons and property in the land and sea zones.

8.2 The Port Management maintains an emergency and incident response plan describing personnel response and preventive measures and ensures that personnel are appropriately trained to perform their duties correctly and effectively.

8.3 The Port Management has established an Emergency Response Team to coordinate actions that must be carried out rapidly and correctly. The Team is activated immediately whenever an emergency occurs, irrespective of day or time.

8.4 Any person becoming aware of an incident, act or condition that is or may develop into a fire/explosion hazard, a threat to human safety or a cause of destruction of a vessel or equipment anywhere in the Tourist Port shall: (a) immediately notify the Port Authority and Fire Service by any means; (b) immediately notify and report the event to Port



Management; (c) use available alarm systems; and (d) take every possible measure and use the firefighting equipment of the port or any vessel.

8.5 Where a vessel is in a dangerous condition due to explosion, fire, leakage, etc. and there is an immediate danger to persons, other vessels or port installations, the emergency-measures provisions of the Port Regulations shall apply.

8.6 Port personnel shall call the nearest Fire Service, mobilise the Emergency Response Team and assist firefighting using available port resources. For fire response, the Tourist Port has a fire network along floating piers and quays with a total of twenty-two (22) fire-hose stations, fire cabinets, pumping unit, extinguishers and other equipment in accordance with the approved fire-protection study.

8.7 If the Port Authority or Port Management orders urgent shifting of vessels, masters and skippers shall comply as quickly as possible. If the master or owner does not respond immediately in an emergency, Management may shift the vessel; all resulting costs are borne exclusively by the owner/master/skipper or lawful representative and, if they refuse payment, may be paid by the managing body and recovered jointly and severally.

8.8 The Tourist Port is monitored 24 hours a day by port personnel. The perimeter is fenced and an electronic surveillance system and entrance gatehouse control incoming vehicles and pedestrians. For more effective surveillance at night or during low-traffic periods, Management may limit the number of entrances in operation. Security systems and procedures are improved and developed in line with broader tourist-port security requirements.

8.9 Surveillance, access-control, fencing, lighting, guarding and CCTV systems and any other security measures are intended solely to enhance general security and do not constitute an assumption of custody, safekeeping or guarantee against any incident. The managing body is not liable for loss, theft, misappropriation or damage to vessels, components, equipment, engines, auxiliary craft, vehicles, personal belongings or other movable property within the land or sea zones, nor for damage caused by acts or omissions of third parties, criminal acts, vandalism, natural phenomena, adverse weather, force majeure or any other cause. Owners, skippers and lawful representatives bear exclusive responsibility for appropriate protection, insurance, supervision and safeguarding of vessels and equipment throughout their stay.

8.10 The Tourist Port provides life-saving equipment for man-overboard incidents, including a motorised boat, vertical ladders and lifebuoys with lines in dedicated housings along the quays.

8.11 No person may approach areas where lifting machinery is operating without permission from competent port personnel. Persons having no specific work there may not approach, on foot or by vehicle, during haul-out or launching operations.

8.12 The Port Management ensures that competent personnel operating lifting machinery comply with all prescribed safety provisions, including warning lights and audible signals, appropriate clothing and signs/barriers excluding the operating area.

8.13 Connection or disconnection of vessel utilities shall take place only after notification to the Tourist Port and only by competent personnel.

8.14 Anchoring within the Tourist Port sea area is permitted only in emergencies and after approval by the Port Management.

8.15 The use of fireworks, flares and other pyrotechnics within the land or sea areas is prohibited.

8.16 Signs in Greek and English are displayed at visible points giving instructions on actions required in the event of fire.

8.17 For effective control of vehicle entry, the land entrances have electrically controlled barriers operating 24 hours a day.

Environmental Protection - Waste Management

8.18 Customers and users of the sea and land areas shall comply with all environmental-protection measures required by law, particularly preventing pollution of the sea and coast by oil, oily mixtures, harmful substances or mixtures, waste, sewage and refuse of any kind.



8.19 The Tourist Port maintains a marine-pollution response plan intended to minimise environmental impacts and has the necessary anti-pollution equipment, including floating booms and absorbent materials, used in accordance with that plan.

8.20 Reception and management of all waste and refuse is carried out under the valid waste reception and management plan covering domestic and other refuse, biological and oily residues from vessels, and port waste.

8.21 Vessels without sewage holding tanks may not use or operate toilets, drains, washing machines, dishwashers, kitchen sinks, showers or baths while within the Tourist Port.

8.22 The Tourist Port provides a system for suction/removal of oily and biological residues from vessels, available by arrangement with Port Management and charged according to residue volume.

8.23 Discharge or disposal in the sea or land area of objects or liquids capable of causing pollution or contamination, including ballast, petroleum products, refuse, waste, laundry discharges and detergents, is prohibited.

8.24 Arriving vessels shall inform competent port bodies of the existence of waste/refuse and any need for collection.

8.25 During berthing, vessels shall keep refuse in tightly closed bins or securely closed synthetic bags. Disposal in the land area is permitted only during hours set by Port Management.

8.26 Port Management ensures regular waste collection and daily cleaning of land areas, port installations and the sea zone.

8.27 Any person causing pollution within the Tourist Port is unconditionally liable to cover/indemnify all clean-up costs. During vessel refuelling, all safety and pollution-prevention requirements prescribed by national and international regulations and by the managing body shall be strictly observed.

Shifting of Vessels

8.28 Where: (a) the presence of a vessel obstructs operation or exploitation of the Tourist Port, including safe arrival/departure; (b) there is a probable risk of sinking, damage to other vessels or pollution; (c) fire has broken out on that vessel or a nearby vessel; (d) a berth is occupied without authority; (e) berth rent or service charges are outstanding; or (f) Article 8.7 is breached, the managing body may, in addition to other sanctions, shift or transfer any vessel to another location, inside or outside the port, in the sea or land area.

8.29 Where one or more of the above circumstances exist, the managing body draws up a record, notified to the competent Port Authority and all persons involved, granting a five-day period from notification for shifting/transfer of the vessel.

8.30 Specifically for Article 8.28(b), a three-day period from notification is granted and Law 2881/2000 (A 16) applies accordingly.

8.31 The record is served by the managing body, against proof, on the owner/master/skipper or lawful representative at their declared residential address. If none can be found, it is posted in a visible place on the vessel.

8.32 If shifting/transfer is ordered by the managing body, the owner/master/skipper shall comply as quickly as possible, while the local Port Authority acts in accordance with applicable provisions.

8.33 If the period stated in the record expires without action, the managing body proceeds with haul-out or shifting of the vessel.

8.34 In the event of refusal for any reason or by any means, assistance of the Port Authority shall also be requested.

8.35 Haul-out/shifting costs are borne exclusively by the owner/master/skipper or lawful representative. If they refuse to pay, the managing body may pay the amounts and recover them jointly and severally.

8.36 The managing body bears no responsibility for safekeeping of a vessel compulsorily transferred or shifted and no responsibility for damage or loss suffered by the vessel, owner, master or crew due to the transfer/shifting or its stay in another location inside or outside the Tourist Port.

8.37 Where a vessel is in a dangerous condition due to explosion, fire, leakage, etc. and immediate danger exists for persons, other vessels or marina installations, the emergency-measures provisions of the Port Regulations and these Regulations apply.



8.38 The Tourist Port bears no liability to compensate for damage to berthed or ashore vessels caused by unforeseen or accidental events or unforeseen natural and weather phenomena. It also bears no liability for loss, theft, damage, partial or total destruction of any vessel within the land or sea zone or any object belonging to the vessel or owner, or injury to crew or persons on board. Responsibility lies with the owner or, as applicable, master/skipper or lawful representative; facilities and services provided by port personnel do not relieve them of those responsibilities.

8.39 Where a vessel is in a dangerous condition due to explosion, fire, leakage, etc. and immediate danger exists for persons, other vessels or port installations, the emergency-measures provisions of the Port Regulations apply.

8.40 In the event of an offence, accident, fire, pollution, collision or allision, with or without property damage or bodily injury, within the sea or land area, the applicable port-operation provisions apply in full; involved vessels and persons may not depart until lawful formalities are completed. In addition to the above sanctions, the Tourist Port retains a claim for compensation for any actual loss or loss of profit suffered in connection with the aforementioned acts.

Article 9

Obligations of Customers and Users - Berthing/Service Rights - Port Maintenance and Other Matters

Obligations of Customers and Users - Berthing/Service Rights

9.1 All persons conducting transactions or circulating in any manner within the areas/zones of the Tourist Port shall comply without objection with the instructions or orders of the competent bodies and personnel of the Tourist Port.

9.2 Owners/masters/skippers are responsible for any property damage or bodily injury caused by or attributable to the vessel, including negligence, affecting port installations, equipment and personnel or third persons/property. At the commencement and throughout berthing, they shall keep vessels seaworthy at all times.

9.3 Persons berthing a vessel who are not permanently resident in Greece, whether Greek or foreign nationals, shall appoint and notify in writing to the competent bodies of the managing entity a lawful representative in Greece, submitting the representative's written acceptance and full details, including postal and email address and Greek Tax Registration Number (AFM), and shall notify any changes. Vessels not flying the Greek flag shall appoint a representative responsible for the vessel vis-à-vis the port who is permanently resident in Messolonghi. If no representative is appointed, the relevant Consular Authority is automatically deemed appointed as representative. The user/customer shall declare a valid email address, telephone number and other contact details, which are deemed valid and accepted for every form of information or notification by port management.

9.3.1 Valid methods of service. Any judicial or extrajudicial document, notice, charge, fine or other act of port management is validly served by: (a) the declared designated agent for service (antiklitos) in Greece; (b) the vessel's agent, where applicable; or (c) transmission to the user/customer's declared email address. Email service is deemed fully valid and produces all legal effects after twenty-four (24) hours from transmission to the declared email address.

9.3.2 Posting on the vessel. Where service cannot be effected by methods (a)-(c), it may be effected by posting the document on the vessel at a visible and readily noticeable point, indicatively the mast, cabin entrance or another external point, with a relevant record drawn up by port management. Posting constitutes lawful and effective service from the moment the document is placed on the vessel.

9.3.3 Failure to declare, or inaccurate declaration of, contact or representative details does not affect the validity of notifications, which remain fully valid and binding.

9.4 Owners/masters/skippers shall inform the managing body in writing of the placement of any watchman on board who is not a crew member, together with that person's full details.

9.5 Customers shall take all necessary and appropriate measures to observe quiet hours strictly, avoid noise pollution and avoid disturbing persons aboard other berthed vessels.

9.6 Where a vessel causes damage during mooring, arrival, departure or while berthed to mooring equipment, port installations or adjacent vessels, the damage shall be repaired, with full responsibility resting on the owner/master/skipper or lawful representative.



9.7 Posting, affixing advertisements, hanging signs, notes or notices, or placing awnings or flags on any port installation without written permission from Port Management is prohibited.

9.8 Swimming, fishing, diving, use of jet skis and water sports such as water skiing and banana rides are prohibited within the Tourist Port sea zone.

9.9 Pets accompanying visitors, users and customers shall always be under the control of their keepers on a suitable lead or transported in suitable carriers; they shall not cause noise or soil port areas and shall remain only on their keepers' vessels. Competent port bodies may at any time require removal of pets, particularly for hygiene reasons or disturbance to other customers, users or visitors.

9.10 Charging batteries by running vessel engines and carrying out maintenance or minor repairs are prohibited during quiet hours.

9.11 Emission of radar, radiotelephone and radiotelegraph signals from berthed vessels is prohibited.

9.12 Customers and persons acting on their behalf may not use, deposit or display within the Tourist Port dangerous or flammable objects, substances or materials.

9.13 Use of plugs/adaptors or makeshift electrical connections to take power from service pillars is prohibited. Unauthorised persons shall not intervene in service pillars in the event of a problem. Objects such as clothes and bicycles may not be placed on pillars.

9.14 Motorcycles and other motorised two-wheelers may not circulate on floating piers or other signed areas, except official Tourist Port vehicles.

9.15 Food may not be prepared on external open-flame cooking devices/barbecues, either on vessels or in land areas, without port permission.

9.16 In the event of permanent departure, the owner/master/skipper or lawful representative shall notify Port Management in writing and in good time and pay all outstanding berthing and other service charges; otherwise the Tourist Port bears no responsibility for continued charging until written notice of permanent departure is received.

Maintenance of the Tourist Port

9.17 Port Management is responsible for regular and extraordinary maintenance of port installations and applies a system of operational checks and preventive maintenance so that the port is maintained in full and proper operating condition.

9.18 All maintenance and repair works are carried out in accordance with professional and technical rules, in a manner minimising disturbance to users, and always under the guidance and supervision of a Safety Technician.

9.19 Port Management shall endeavour to restore faults or malfunctions of port installations and equipment as soon as possible.

Vehicle Parking Area

9.20 Cars, motorcycles and wheeled vehicles may circulate and park only in areas specifically designated by the competent bodies of the managing entity. Drivers parking outside designated areas or failing to comply with traffic signs and personnel instructions are subject to sanctions by the competent Port Authority. Port Management may refuse entry or parking where it considers order, safety or smooth operation would be disturbed, and may refuse vehicle entry when parking areas are full.

9.21 Trucks, passenger cars, motorcycles and other vehicles may not remain on quays or other waterfront areas longer than absolutely necessary for passenger drop-off/pick-up or loading/unloading supplies and luggage.

Berthing and Service Charges

9.22 For facilities and services provided to berthed vessels, Port Management collects the applicable berthing charges. Auxiliary craft and boats (tenders, inflatables, pontoons, etc.) belonging to berthed vessels are subject to the corresponding berthing charges when present in the sea or land area.

9.23 Berthing charges for private or professional vessels are those set out in the current year's berthing tariff.



9.24 The owner, lawful representative or user of the vessel is liable for payment of the above charges; the user is jointly and severally liable with the owner as principal debtor.

9.25 Days during which vessels are absent from the port are included in the agreed charge for the corresponding stay in order to preserve the berthing right. Charging ceases only where the owner or skipper notifies Port Management in writing that the berthing right is no longer desired, from the date of that written notice. In that case charges are adjusted according to the period of the berthing contract and the company's applicable pricing policy.

9.26 Vessels departing even temporarily shall have paid all debts to the port at least up to the date of departure; otherwise non-payment automatically entails loss of any further berthing right.

9.27 Vessels taking refuge in the port due to bad weather are exempt from berthing charges until the navigation prohibition is lifted, according to announcements of the competent Port Authority. Vessels taking refuge due to mechanical failure reported to the local Port Authority shall pay berthing charges if they remain for more than 48 hours.

9.28 Any vessel remaining in the port requires permission from the Port Berthing Department and payment of the corresponding berthing charge. For a period of up to two hours, charging is at the discretion of Port Management. If during that period the vessel uses port services such as electricity, water or waste disposal, the corresponding charges shall be paid.

9.29 Vessels arriving for a short stay to embark/disembark passengers, complete entry/exit formalities or use port installations shall pay a daily berthing charge.

9.30 To ensure compliance with the General and Special Regulations, the managing body may, before granting permission to berth, require a security deposit retained by Port Management and returned without interest at the end of the berthing agreement provided all terms have been complied with, or may block the corresponding amount on a credit card. The deposit shall not be set off against outstanding charges.

9.31 One Hellenic Coast Guard vessel and one vessel of the Financial Crime Enforcement Directorate of the Ministry of Finance are exempt from berthing charges.

9.32 Berthed vessels shall pay charges for services and facilities on time and in accordance with these Special Regulations, the berthing agreement and applicable ministerial tariff approvals; otherwise statutory default interest and the sanctions provided herein apply.

9.33 Delay exceeding 30 calendar days in payment of berthing charges or other obligations arising from services provided constitutes grounds for termination of the berthing agreement against the vessel and entitles Port Management to: (a) remove the vessel from the Tourist Port in accordance with Articles 8.27-8.39; and/or (b) seize the vessel together with all its equipment, engines and auxiliary machinery, following the procedure prescribed by applicable law, until amounts due are paid; and/or (c) seize and sell the vessel and/or all or part of its property and equipment under applicable law, applying the proceeds to amounts due and procedural costs; and/or (d) prohibit departure of the debtor's vessel(s) in accordance with applicable provisions; and/or (e) discontinue port services such as electricity, water and waste disposal.

9.34 Monetary amounts due to the managing body include berthing charges and any other charges from expiry of berthing agreements until removal or sale of the vessel, calculated according to the port tariffs in force during the relevant period.

9.35 Delay or non-payment of berthing and service charges, as above, and any serious or repeated breach of these Special Regulations and their annexes entails termination of the berthing agreement against the Customer, who shall remove the vessel, and imposition of the sanctions provided by applicable provisions in conjunction with Article 157 of the Code of Public Maritime Law (KDND).

9.36 Where an offender fails to comply with an order to shift the vessel(s) within or outside the port, in addition to any fine imposed by the Port Authorities, the summary procedure for compulsory shifting is initiated under applicable provisions in conjunction with Article 157 KDND, or the managing body, after consultation with the Port Authority, carries out compulsory shifting at the exclusive responsibility of the owners, masters, agents or other representatives. All compulsory-shifting costs are borne exclusively by the debtors and become due and payable on the day following shifting, without prejudice to any claim for compensation for damage suffered by the managing body.



9.37 A vessel shall be considered abandoned where it remains in the land or sea zone and one or more of the following conditions applies: (a) the berthing, stay, custody or other contractual relationship with the managing body has expired and has not been renewed or regularised within ninety (90) calendar days; (b) overdue financial obligations to the managing body remain unpaid for more than ninety (90) calendar days after becoming due; (c) the owner, operator, user, skipper, master, lawful representative or designated agent for service (antiklitos) cannot be contacted or located for more than ninety (90) calendar days despite reasonable efforts and written/electronic notices to declared contact details; or (d) the vessel remains without lawful permission or contractual right and the owner/user has not fulfilled obligations to the managing body. Upon establishing any such case, the managing body may classify the vessel as abandoned and take any lawful action for its removal, movement, shifting, haul-out, custody or management in accordance with Articles 8.27-8.39, Articles 9.33-9.36 and other applicable provisions and law. All related costs are borne exclusively and jointly and severally by the owner, user, skipper, master or lawful representative.

9.38 All expenses arising from non-compliance with these Regulations, including non-payment of berthing/service charges and abandonment of a vessel, and including custody, movement, haul-out, launching, storage, maintenance or removal costs, are borne exclusively by the owner and user, who are jointly and severally liable to the managing body.

Article 10

Notification of Operating Regulations

These Special Operating Regulations are approved by the competent authority in accordance with Law 2160/1993 and shall be posted on the website of the Tourist Port (Marina) of Messolonghi.

Following completion of the works in the land and sea zones, the managing body shall submit to the competent authority new Special Operating Regulations in accordance with Article 31A(4) of Law 2160/1993 (A 118) and Ministerial Decision No. 26414/23.12.2025 "Determination of the supporting documents required for submission of an application for approval of Special Operating Regulations for a Tourist Port" (B 7191).

The managing body shall provide the owner, skipper, representative or user of each vessel approved for berthing at the Tourist Port of the Sacred City of Messolonghi with a copy of the General Operating Regulations for Tourist Ports and these Special Operating Regulations. Where the person receiving them is a foreign national, the above Regulations shall be provided translated into English. The English rendering is a free translation and, in the event of conflict between the Greek and English texts, the Greek text shall prevail.

Any previous Special Operating Regulations cease to apply upon publication of these Regulations.

This Decision shall enter into force upon publication in the Government Gazette.

This Decision shall be published in the Government Gazette.

Athens, 30 June 2026

THE MINISTER
OLGA KEFALOGIANNI

Source: Official Greek text: Government Gazette B 4063/02.07.2026, Decision No. 12855.



DISCLAIMER – UNOFFICIAL ENGLISH TRANSLATION

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