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Modernization of the pleasure boats and tourist day boats operation
Institutional framework, professional/commercial pleasure yacht industry
competitiveness strengthening and other provisions.

*THE PRESIDENT
of the Hellenic Republic*

The following law passed by Parliament is hereby issued:

CONTENTS

PART A: PLEASURE YACHTS AND TOURIST DAY BOATS

CHAPTER ONE: DEFINITIONS

Article 1 Definitions

**CHAPTER TWO: e - REGISTER OF BOATS/VESSELS – PROFESSIONAL/COMMERCIAL
PLEASURE YACHTS**

Article 2 Pleasure yachts and tourist day boats Register

Article 3 Terms and conditions for the operation of professional pleasure yachts

Article 4 Minimum number of charter days

Article 5 Professional / Commercial pleasure yachts activity suspension

Article 6 Seizure of professional/commercial pleasure yachts

Article 7 Professional / Commercial Pleasure yachts Liabilities

**CHAPTER THIRD: PROFESSIONAL/COMMERCIAL PLEASURE YACHTS ACCORDING TO THE
LAW OF ANOTHER COUNTRY**

Article 8 Terms and conditions for the operation of pleasure yachts classified as
professional according to the Law of another Country

Article 9 Professional Pleasure Yachts Fee in accordance with another Country's legal provisions

CHAPTER FOURTH: PROFESSIONAL TOURIST DAY SHIPS

Article 10 Terms and conditions for professional tourist day boats operation

CHAPTER FIFTH: GENERAL OBLIGATIONS - INDIVIDUAL SHIP MOVEMENTS

Article 11 Pleasure yachts and tourist day boats staffing/manning

Article 12 Charters

Article 13 Passengers Status

Article 14 Obtaining a sailing permission/license and declaration of sailing

Article 15 Self-use

Article 16 Possibility of performing individual movements by professional pleasure yachts free of passengers

Article 17 Insurance of both pleasure yachts and tourist day ships /vessels

CHAPTER SIXTH: DIGITAL TOOLS FOR PROFESSIONAL PLEASURE YACHTS/BOATS

Article 18 Digital tools for professional pleasure yachts

CHAPTER SEVENTH: SANCTIONS/PENALTIES

Article 19 Criminal sanctions

Article 20 Administrative sanctions

CHAPTER EIGHTH: ENABLING AND TRANSITIONAL PROVISIONS

Article 21 Enabling provisions

Article 22 Transitional provisions

PART B: INSTITUTIONAL FRAMEWORK OF PLEASURE YACHTS SHIPPING COMPANIES

CHAPTER A: PLEASURE YACHTS SHIPPING COMPANY

CHAPTER FIRST: ESTABLISHMENT - CAPITAL - SHARES

Article 23 Maritime Company for Pleasure Yachts (MCPY) concept and purpose.

Article 24 Establishment of MCPY (Maritime Company for Pleasure Yachts).

Article 25 Statute Content

Article 26 MCPY (Maritime Company for Pleasure Yachts) Name.

Article 27 MCPY (Maritime Company for Pleasure Yachts) Headquarters.

Article 28 MCPY (Maritime Company for Pleasure Yachts) Forms.

Article 29 MCPY (Maritime Company for Pleasure Yachts) time period of validity.

- Article 30 Acts during the founding stage – Founders’ Liability
- Article 31 MCPY (Maritime Company for Pleasure Yachts) Declaration of Nullity /Invalidity.
- Article 32 MCPY (Maritime Company for Pleasure Yachts) Shareholding.
- Article 33 MCPY (Maritime Company for Pleasure Yachts) Shares.
- Article 34 MCPY (Maritime Company for Pleasure Yachts) Shares’ rights.
Share holdings acquisition prohibition by non-EU, EEA foreigners- members
- Article 35 MCPY (Maritime Company for Pleasure Yachts) share capital increase.
- Article 36 MCPY (Maritime Company for Pleasure Yachts) share capital decrease.

CHAPTER SECOND: ADMINISTRATIVE BOARD

- Article 37 MCPY (Maritime Company for Pleasure Yachts) Administrative Board Members, MCPY (Maritime Company for Pleasure Yachts) administration and representation.
- Article 38 MCPY (Maritime Company for Pleasure Yachts) Administrative Board election and term office.
- Article 39 MCPY (Maritime Company for Pleasure Yachts) Administrative Board duties
- Article 40 MCPY (Maritime Company for Pleasure Yachts) Administrative Board members’ liability
- Article 41 MCPY (Maritime Company for Pleasure Yachts) and persons connected with it
- Article 42 MCPY (Maritime Company for Pleasure Yachts) Administrative BOARD Convocation.
- Article 43 MCPY (Maritime Company for Pleasure Yachts) Administrative Board decision -making .
- Article 44 MCPY (Maritime Company for Pleasure Yachts) Administrative Board Authority
- Article 45 MCPY (Maritime Company for Pleasure Yachts) Administrative Board acts.

CHAPTER THIRD: GENERAL ASSEMBLY

- Article 46 MCPY (Maritime Company for Pleasure Yachts) Administrative Board General Assembly convocation.
- Article 47 MCPY (Maritime Company for Pleasure Yachts) Administrative Board General Assembly meeting

Article 48 MCPY (Maritime Company for Pleasure Yachts) General Assembly taking decisions.

Article 49 MCPY (Maritime Company for Pleasure Yachts) General Assembly Competence

Article 50 Invalidity of the MCPY (Maritime Company for Pleasure Yachts) General Assembly's decisions.

Article 51 Procedure for MCPY (Maritime Company for Pleasure Yachts) General Assembly's conduction

CHAPTER FOURTH: BOOKS, BALANCE SHEET AND PROFITS DISPOSITION

Article 52 MCPY (Maritime Company for Pleasure Yachts) Accounting records and financial years

Article 53 MCPY (Maritime Company for Pleasure Yachts) profits' allocation.

CHAPTER FIFTH: CONTROL AND MINORITY INTERESTS

Article 54 Minority interests

CHAPTER SIXTH: DISSOLUTION AND LIQUIDATION

Article 55 MCPY (Maritime Company for Pleasure Yachts) Dissolution.

Article 56 MCPY (Maritime Company for Pleasure Yachts) Liquidation.

Article 57 Liquidators' Obligations

CHAPTER SEVENTH: NATIONAL SPECIAL REGISTER PLEASURE YACHTS SHIPPING COMPANIES

Article 58 MCPY (Maritime Company for Pleasure Yachts) Register

Article 59 MCPY (Maritime Company for Pleasure Yachts) Register Supervision

Article 60 MCPY (Maritime Company for Pleasure Yachts) Register Operation

Article 61 Statute Registration and MCPY (Maritime Company for Pleasure Yachts) Register's Supervisor competency/responsibility

Article 62 Acts and MCPY (Maritime Company for Pleasure Yachts) Register's data in relation to third parties

Article 63 Access to the MCPY (Maritime Company for Pleasure Yachts) Register

CHAPTER EIGHTH: FINAL PROVISIONS

Article 64 Prohibition of conversions

Article 65 MCPY (Maritime Company for Pleasure Yachts) Tax issues.

Article 66 Civil Code, Professional /Commercial Law and Limited liability companies
legislative provisions non-application

Article 67 Criminal Sanctions

CHAPTER B: PRIVATE YACHT COMPANIES

Article 68 Private Pleasure Yacht Companies

Article 69 P.P.C.Y (Private Company of Pleasure Yachts) Register

CHAPTER C: PART 2 ENABLING - TRANSITIONAL PROCEDURES

Article 70 Part B Enabling provisions

Article 71 Part B Transitional provisions

PART C: OTHER MARITIME TOURISM ISSUES

Article 72 Electronic declaration of vessels and pleasure yachts for private use immobility

Article 73 Electronic declaration of professional pleasure yachts and tourist day boats
laying up

Article 74 Insurance of ships and boats of other categories

Article 75 Extension of time for Floating platform placement

PART D: HELLENIC COAST GUARD ORGANIZATIONAL AND OPERATIONAL ISSUES

Article 76 Carrying out Hellenic Coast Guard regular transfers in case of insufficient
credits

Article 77 Hellenic Coast Guard executives' Paternity leave

Article 78 Hellenic Coast Guard executives' Paternal leave.

PART E: MARINE TRAINING AND MARITIME LABOUR ISSUES

Article 79 Subsidy of Merchant Marine Academy Students' internship on board vessels -
Replacement of paragraph 8, article 9 of Law 2575/1998

Article 80 Special teaching staff (STS) coming/graduating from Technological Educational
Institute - Amendment of Article 8 of Law 3450/2006

PART VI: PORTS AND PORT SERVICES ISSUES

Article 81 Management of ship waste and cargo residues by Port management
Agents/Body

Article 82 Constructions and Installations Licensing within the inland port zone -
Amendment of article 137 of Law 4759/2020

Article 83 Pilot Station Staff Salaries - Addition of paragraph 6 to article 10 of Law 3142/1955

PART G': SHIPS AND COASTAL SHIPPING /CABOTAGE ISSUES

Article 84 Ships' Deregistration procedures - Replacement of article 18, par. 3, of the Presidential Decree 187/1973

Article 85 Provision of a fare discount on a vehicle not classified as "disabled" for persons with disabilities or reduced mobility with a disability rate of 80% and above –
Amendment of paragraph 3 of article 4 of Law 3709/2008

PART H: REPEALED PROVISIONS – ENTRY INTO FORCE

Article 86 Repealed provisions

PART I: MODERNIZATION OF FRAMEWORK FOR PLEASURE YACHTS AND TOURIST DAY SHIPS OPERATION - STRENGTHENING OF COMPETITIVENESS OF PROFESSIONAL PLEASURE YACHTS INDUSTRY

CHAPTER A: MODERNIZATION OF THE FRAMEWORK FOR THE TOURIST PORTS CONSTRUCTION/ESTABLISHMENT AND OPERATION - LAW 2160/1993 AMENDMENT

Article 87 Tourist ports construction/establishment and operation - Definitions – Specification specialization by port facility species - Amendment of article 29 paragraphs 1 and 6 of Law 2160/1993

Article 88 Use and exploitation of tourist ports - Amendment of the zoning of existing ones - Amendment of par. 1, 2, 5 and 6 of article 30 of Law 2160/1993

Article 89 Planning of the marina - Legalization of projects and installations in excess of the zoning or without a permit within the land and sea zone - Issuance of an operating license - Amendment of par. 1, 2, 4 and 10.1 and 10.3, replacement of para. b of par. 4 of article 31 of Law 2160/1993

Article 90 Issues in the Operation of Tourist Ports - Amendment of Article 31a of Law 2160/1993

Article 91 Substitution of the tourist port management body with special justification - Tourist port concession contracts from Hellenic Republic Asset Development Fund (HRADF/TAI.PE.D.) - Amendment of par. 2 and addition of par. 5 to article 33 of Law 2160/1993

Article 92 Procedure for calculating consideration for the concession of a tourist port - Replacement of article 34b of Law 2160/1993

Article 93 Resolution of disputes from concession contracts - Addition of article 34c to Law 2160/1993

CHAPTER B- SIMPLIFICATION OF TOURIST PORTS OPERATIONAL FRAMEWORK - AMENDMENT OF LAWS 4442/2016, 4179/2013, 4276/2014

Article 94 Simplification of the operational/operating framework of tourist ports (Special Tourist Infrastructure) - Addition of Chapter LTH' to Law 4442/2016

Article 95 Approval of tourist ports operation and licensing authority - Addition of Article 288 to Law 4442/2016

Article 96 Deposit - Addition of Article 289 to Law 4442/2016

Article 97 Controls - Violations - Sanctions - Addition of Article 290 to Law 4442/2016

Article 98 Transitional provisions - Authorizing provisions - Addition of Article 291 to Law 4442/2016

CHAPTER C: SIMPLIFICATION OF SKI RESORTS OPERATIONAL/OPERATING FRAMEWORK

Article 99 Simplification of ski resorts operational/operating framework (Special Tourist Infrastructure) - Addition of Chapter LI'

Article 100 Scope - Addition of Article 292 to Law 4442/2016

Article 101 Licensing Authority - Addition of Article 293 to Law 4442/2016

Article 102 Approval of the ski resorts operation - Addition of Article 294 to Law 4442/2016

Article 103 - Addition of article 295

Article 104 - Audits - Addition of article 296 to Law 4442/2016

Article 105 Violations - Sanctions - Addition of Article 297 to Law 4442/2016

Article 106 Activity ceasing /interruption- Addition of article 298 to Law 4442/2016

Article 107 Authorizing provisions - Addition of Article 292 to Law 4442/2016

Article 108 Transitional provisions - Addition of Article 300 to Law 4442/2016

Article 109 Approval of ski resorts operation - Amendment of Article 13 of Law 4179/2013

Article 110 Categories of special tourist infrastructure facilities - Amendment of article 1, paragraph 3 of Law 4276/2014

PART I': OTHER EMERGENCY PROVISIONS

CHAPTER A: EMERGENCY PROVISIONS UNDER THE COMPETENCE OF THE MINISTRY OF MARITIME AFFAIRS AND INSULAR POLICY AND THE MINISTRY OF TOURISM

Article 111 Transfer of Piraeus and Thessaloniki Port Authorities (S.A) staff- Amendment of Article 87 of Law 4876/2021

Article 112 Sanctions against Ports General and Special Regulations violators - Amendment of par. 1, 3, 5, 6, replacement of par. 2 and 8 of article 157 of the Public Maritime Law Code

Article 113 Emergency support for livestock production in insular Greece affected by significant increases in input costs

Article 114 Agreements for the concession of tourist ports before the completion of site/location selection

Article 115 Terms and Conditions for tourist port lease contracts' early termination

Article 116 Operation manager for swimming pools inside tourist accommodation establishments - Amendment of par. 2 and replacement of para. 2 par. 3 of article 46 of Law 4688/2020

Article 117 Deadline for transfer and payment of share capital of the joint-stock/limited company with brand name "Thermal Springs of Greece Limited Company" (S.A.) - Amendment of par. 1 and 2 of article 18 of Law 4875/2021

Article 118 Deadline for the transfer of share capital of the limited company with the name "Thermal Springs of Greece Limited Company" (S.A.) - Amendment of paragraph 2 of article 25 of Law 4875/2021

CHAPTER B: EMERGENCY PROVISIONS OF THE MINISTRY OF DEVELOPMENT AND INVESTMENT COMPETENCE

Article 119 Publication/Disposure of the trade name of companies that violate the measures to reduce the phenomena of unfair profit in times of crisis

Article 120 Reduction of unfair profit making in the market of agricultural products and food - Amendment of paragraph 1 of article 58 of Law 4818/2021

Article 121 Determination of the maximum rent indexation for commercial and professional real estate leases for the year 2022

Article 122 Deferral of Election of members of board of Directors of Chambers of Law 4497/2017

CHAPTER C: EMERGENCY/URGENT PROVISIONS OF MINISTRY OF EDUCATION AND RELIGION COMPETENCE

Article 123 Recruitment of temporary substitute nurses - Amendment of Article 165 of Law 4763/2020

Article 124 Recruitment of temporary deputies assistants of child take carers - child minders - Amendment of article 102 L. 4790/2021

Article 125 Planning for the granting of leaves to teachers and members of Special Educational Staff - Special Auxiliary Staff of primary and secondary education

Article 126 Industrial doctorates

Article 127 Visiting professors - Visiting researchers

Article 128 Examiners of knowledge of foreign languages in the Boards for the selection of education executives - Amendment of par. 6 of article 33 of Law 4823/2021

CHAPTER D': EMERGENCY PROVISIONS OF THE MINISTRY OF CLIMATE CRISIS AND POLICY PROTECTION COMPETENCE

Article 129 Measures to prevent the risk of fire in NATURA areas, forest ecosystems, parks and groves

Article 130 Scope of application

Article 131 Authorizing provisions

Article 132 Arrangements of contracts for the provision of cleaning, disinfection and guarding services of the facilities and vehicles, as well as for the supply of means of individual and collective protection of the joint-stock company "Road Transport S.A." and of the joint-stock company "Fixed Transportation SA".

Article 133 Extension of validity of cleaning contracts of the Electronic National Social Security Agency (e-EFKA)

Article 134 Extension of the validity of the first-grade Local Authority Association budget

Article 135 Subordination of the Fund's contracts of Recovery and Resilience and those co-financed by resources of the European Economic Area in the pre-contractual audit of the Court of Auditors - Amendment of par. 3 of article 324 of Law 4700/2020

PART IA: ENTRY INTO FORCE

Article 136 Entry into force

PART A'

PLEASURE YACHTS AND TOURIST DAY SHIPS

CHAPTER ONE DEFINITIONS

Article 1

Definitions

1. For the application of the present law, the terms used have the following meaning:
 - a. "**Pleasure yachts/crafts**" means the vessel with a total length of more than seven (7) meters, sailing or motorized, mainly performing pleasure trips, upon its general construction.
 - b. "**Private pleasure yacht**" means the pleasure yacht, which is classified as private, according to the law of its flag State and is operated for private purposes, and not for any commercial or profit-making activity, subject to paragraph 6 of article 3.
 - c. "**Professional/Commercial pleasure yacht**" means the pleasure yacht, which is qualified as professional, according to the law of its flag State, operating after the conclusion of a full charter, subject to paragraph 6 of article 3. The professional/commercial pleasure yacht special transport capacity of forty-nine (49) passengers has special adequate and suitable passenger accommodation facilities.
 - d. "**Professional /commercial Tourist Day Ship**" means the professional small passenger vessel, within the meaning of the General Port Regulation no. 23 Regulation, as approved by the decision no. 2122/01/2000/11.2.2000 of the Minister of Maritime Affairs and Insular Policy (OG B ' 231), or the pleasure yacht or the passenger tourist ship which carries out/performs cruises of limited duration, for sea touring or swimming purposes, in accordance with the terms and conditions of article 10.
 - e. "**Traditional ship**" means the Greek-flagged pleasure yacht, professional/commercial or private, which is an original or a replica of a historic or

old ship, while has been constructed, for the most part, of materials similar to those used for the construction of an original and gathers the criteria for being qualified as traditional, as specified in the decision of article 21....

, par 1, subpar. (a)

'**Wooden ship**' means the pleasure yacht under Greek flag, commercial or private, whose main construction is made of wood, in accordance with the General Inspection Protocol (GIP) or the Operating License (A.E.P .) and does not fall under the provisions of par (e).

g. "**Motor pleasure yacht**" means the pleasure yacht, which has an engine both as the main and auxiliary means of propulsion, if required.

h. "**Pleasure sailing boat/vessel**" means the pleasure yacht, which has sufficient sail power as the main means of propulsion while it may also carry an engine as an auxiliary means of propulsion. For the operation of a ship of the first subparagraph, as a commercial one, according to the provisions of article 3, paragraph 2, subparagraph (a), the criteria and specifications specified by the decision of article 21, par. 1, and case (b) shall be met.

i. "**Accommodation areas**" means the enclosed accommodation, feeding and hygiene areas of the ship.

i. "**e - Register of Ships**" means the Register referred to in article 2, paragraph 1.

ia. "**Ship-owner**» means the natural or legal person who is rem relating to a ship as owner and asset, while in case of a commercial ship, it is also commercially related.

lb. "**Operator**" means the natural or legal person who profitably operates a commercial ship owned by another person. In the same sense, the lessee of a commercial pleasure boat through financial leasing is also included, as long as the relevant contract allows its chartering to the final user.

m. "**Shipper**" means the natural or legal person, who is entitled to charter the commercial pleasure yacht/ boat to the charterer in a full chartering.

n. "**Charterer**" means the natural or legal person, who is the counterparty /contracting party of the shipper and fully charter the commercial pleasure boat.

o. "**Lessee of pleasure yacht through finance leasing**" means the natural or legal person, to whom the use of a private or professional pleasure boat, within the meaning of Law 1665/1986 (A' 194) is granted by a counterparty legal entity (shipper), for leasing and in the context of a financial leasing contract.

For the purposes of this law, the lessee of a pleasure yacht, through a financial leasing, has all the rights and obligations provided for by the operator, in the case of a commercial pleasure yacht/vessel, or the ship-owner, in the case of a private pleasure yacht.

p. "**Chartering**" means the granting of the use of a commercial pleasure yacht / boat, paying the relevant consideration (fare), for the purpose of performing pleasure voyages .

q. "**Full chartering**" means the concession of use of a commercial pleasure yacht / boat, in its entirety, for which a single charter agreement is concluded.

r. "**Partial chartering**" means the partial concession of the use of a commercial pleasure yacht/ boat to more than one charterer, for which separate charter agreements are concluded.

s. "**Financial leasing**" means the granting of the use of a pleasure yacht/boat through a contract, within the meaning of article 1 of Law 1665/1986.

t. "**Leasing without departing**" means the concession of use of a docked pleasure yacht / boat, in exchange for cash consideration (lease), in accordance with the terms and conditions of article 3,par. 6 , during which sailing is prohibited. The ship-owner or its operator (lessor), a natural or legal person, has the right to lease the ship, through a contract, by which he grants its use to another natural or legal person (lessee).

u. "**Charter party**" means the contract that proves the under terms and conditions full chartering of a professional/commercial pleasure yacht/boat, and in which the rights and obligations of the contracting parties are thoroughly set down. The contracting parties are the shipper and the charterer, while, with the same charter contract, third parties may also be contracted, in accordance with article 3, par. 4 . The charter contract is drawn up in writing, while it can also be concluded digitally, in accordance with the provisions of article 12.

v. "**Private use**" means the possibility of using/operating a commercial pleasure yacht/vessel by the ship-owner or its operator, with the sole purpose of performing pleasure voyages, during the time period when it is not carrying out commercial or profit-making activity, in accordance with the terms and conditions of article 15.

vi. "**Master**" means the seafarer, who is holder of the appropriate certificate of competence, issued or recognized by the flag state of the vessel, and who is assigned, after seamen's signing-on, to command and navigate the pleasure boat /vessel.

vii. "**Captain/skipper**":

va. for commercial/professional pleasure yachts/vessels, for which there is no obligation to keep an organization crew chart: The employed or self-employed or the passenger or the operator or the ship-owner who holds the appropriate certificate for its commanding and navigation, in accordance with the decision of article 21, paragraph 1, subparagraph (c) .

Vb. For **private pleasure yachts/boats**: The person who holds the appropriate certificate for its commanding and navigation , in accordance with the decision of article 21, paragraph 1 ,subparagraph (c) .

vc. For **pleasure yachts/vessels** which keep a crew list /muster roll of law 2575/1998 (OG 23 A'), regardless of the obligation or not to keep an organization crew chart: The seafarer, who holds the appropriate certificate of competence, having been issued or recognized by the flag state of the vessel, and to whom the command and navigation of the pleasure yacht has been assigned, after seamen's signing –on.

Vd. For **pleasure yachts/boats/vessels** that maintain a crew list/ muster roll of Law 2575/1998 and for which there is no obligation to maintain an organization crew chart; the seafarer, who has the qualifications defined in the decision issued under the authorization of par. (c) of par. 1 of article 21, with the exception of its provisions concerning a Certificate of Seaworthiness (A.NI.), according to P.D. 141/2014 (A' 232), and to whom the command and navigation of the pleasure yacht/boat/vessel has been assigned, after seamen's signing–on. The skipper exercises the duties and responsibilities provided for the master.

ve. "**Other staff**" means the staff employed by the ship-owner or the Operator or the Master to serve the passengers on the professional pleasure yachts/boats, who is obliged to maintain an organization crew chart, in accordance with article 11, and on the professional tourist day ships of article 10, in compliance with the relevant terms and conditions of the decision issued under the authorization of subparagraph (a) of paragraph 9 of article 21.

vf. "**Auxiliary staff**" means the employees on pleasure yacht/vessels, who are not obliged to keep an organization crew chart, apart from the master or skipper and the crew.

vg. "**Passenger**" means every person onboard a pleasure yacht or a professional tourist day boat, except the master or skipper, crew members, other or auxiliary staff and children under the age of one (1) year old.

vh. "**Passengers**" means the master or skipper, crew members, other or auxiliary staff, passengers and children under the age of one (1) year old who are on board a pleasure yacht or a professional tourist day ship.

vi. "**Disembarkation of a passenger**" means the disembarking of a passenger from a pleasure yacht or a professional tourist day boat, which is either temporary or permanent, according to sub-par. via' and vib', respectively.

via. "**Temporary Disembarkation**" means the disembarking of a passenger at an intermediate port, from which the ship departs without him, with the purpose of re-embarkation, either from the same or from another port, until the end of the full charter contract period. The disembarking of a passenger that takes place while the ship remains in the port is not considered temporary, as long as the passenger will re-board the ship before the ship departs from that port.

vib. "**Final disembarkation**" means either the disembarkation at an intermediate port/destination, after which the passenger has no intention of re-boarding, or the disembarkation that takes place at the end of the voyage/journey.

vic. "**Passenger Boarding**" means the boarding of a passenger on a pleasure yacht /boat or a professional tourist day boat, which is either initial or intermediate, according to the sub- vid' and vie', respectively.

vid. "**Initial boarding**" means boarding at the starting point of the journey.

vie. "**Intermediate boarding**" means the embarkation of additional persons, other than those boarding at the start of the voyage, at an intermediate port, from which the ship departs, including them onboard.

2. The ship-owner or operator, referred to in Part A', may perform acts referred to therein, through a legally authorized representative, subject to the conditions and procedures provided for by more specific provisions, as the case may be.

CHAPTER SECOND

e- SHIPS' REGISTER –COMMERCIAL/PROFESSIONAL PLEASURE YACHTS

Article 2

Pleasure yachts and day tourist ships register

1. a. An electronic Register of pleasure yachts and tourist day boats, entitled/headed "e - Register of Ships", is established and maintained by the Independent Public Revenue Authority (I.P.R.A-A.A.D.E.), being accessible via the Single Digital Portal of the Public Administration (gov. gr - SDP) and in which the details of pleasure boats and professional tourist day boats of par. 2, required by the competent services of the Ministry of Finance and the Ministry of Maritime Affairs and Insular Policy for tax, customs and audit purposes, are registered. The e-Ship Register access is accomplished after users' authentication, with/using the credentials of the General Secretariat of Public Administration Information Systems (G.G.P.S.D.D.) of the Ministry of Digital Governance (TAXIS net) while its entry is through the website of the Independent Public Revenue Authority (I.P.R.A-A.A.D.E.) (www.aade.gr).

b. Any interoperability, through online services of the e-Ship Register with systems of third-party public sector entities, as defined in article 2, par. 57, Law 4727/2020 (A' 184), is carried out through the Interoperability Center of the General Secretariat of Information of Public Administration Systems of the Ministry of Digital Governance, in accordance with article 84 of Law 4727/2020.

2. In the e-Register of Ships are registered:

a. the Greek –flagged private pleasure yachts/vessels,

b. the Greek-flagged pleasure yachts/vessels, apart from those of par. (a), in order to be classified and operate as commercial/professional, in accordance with article 3,

c. commercial/professional pleasure yachts (i) of another EU or EEA Member State flag and (ii) of a state, outside the EU or EEA flag, with an overall length of more than thirty-five (35) meters and construction material: steel or plastic or aluminum, to be operated , in accordance with article 3 and

d. the ships and small boats of article 1, paragraph 1, sub-paragraph (d) , of Greek or another member state of the EU or the EEA flag, in order to be qualified and operate as professional/commercial tourist day boats, in accordance with Article 10.

3. a. The ships of par. 2, sub-par.(c) must /shall comply with the corresponding requirements that apply to Greek flagged ships of the same type, in terms of hull and engines, equipment and the means of the ship, passengers and crew accommodation areas, depending on the category of ships and the maximum number of crew and passengers they are allowed to carry ,in order to be registered in the e-Register of Ships. To prove compliance with the requirements of the first paragraph, a Certificate of Inspection of a Foreign Professional Pleasure Yacht (C.I.F.P.P.Y/F.E.X.E.P.A.) is issued by a Recognized Organization (Classification Society) authorized to issue seaworthiness certificates for Greek flagged ships, of the corresponding category, according to the decision of s article 21, paragraph 3, subparagraph (a) .

b. The ships referred to in article 2, par. 2, and sub- par. (b) and (c) , shall have passenger berths/beds, the number of which is indicated in the General Inspection Protocol (G. I.P) or in the Safety Certificate (SCA) or the Foreign Commercial Pleasure Yachts Inspection Certificate (P.E.X.E.P.A.) in order to be registered in the e-Register of Ships,

4. Ship's details relating to its ownership or operation and those regarding its call sign, type and classification, nationality document or performing voyages license, technical details, approved voyages , crew , ship's status /operation, insurance, as well as tax and finance details shall be submitted to ship's e-Register.

Article 3

Terms and conditions for the operation of professional/commercial pleasure yachts

1. Concerning the operation of professional /commercial pleasure yachts of article 2, par. 2 , subpar. (b) and (c) , the following documents are required : (a) a certificate issued by the competent Tax Administration Service regarding the start of commercial ship operation and (b) registration of the ship's details in the e-Register of Ships, according to this article.

2a. Only Professional pleasure yachts/boats/vessels meeting the conditions of paragraph 1., are authorized /allowed to execute a full charter contract, in which: the place of (i) delivery or re-delivery, (ii) delivery and re-delivery of the professional/commercial pleasure yacht/boat, to the charterer and shipper, respectively, while the place of (iii) initial embarkation or final disembarkation, (iv) initial embarkation and final disembarkation of passengers, are in the Hellenic Territory.

b. Subject to article 8, the performance of a full charter contract by pleasure yachts / boats/vessels, regardless its flag- other than Greek- having been qualified as professional/commercial, according to the law of the flag State they fly while do not meet the conditions of par. 1, is authorized /allowed, only when: (a) the place of (i) delivery and re-delivery of the commercial/professional pleasure yacht/vessel/craft and (ii) embarkation and disembarkation of the passengers is abroad and (b) as long as the corresponding "Professional Pleasure Yacht/Boat/Vessel Fee according to the Law of Another Country" (P.P.Y.F-T.E.P.A.D.A.X.) has been paid, in accordance with article 9,par. 1, subpar (c) .

3. a. Partial chartering of a professional/commercial pleasure yacht/boat/vessel is prohibited. Full chartering of a commercial pleasure yacht/boat/vessel after conducting a charter agreement, in which more than one charterer is involved, is permitted, provided that: (i) the duration of the full charter contract is longer than twenty-four (24) hours and (ii) the number of passengers does not exceed the number of passenger beds.

b. Operation of a professional/commercial pleasure yacht/boat/vessel for the transport of ticketed passengers or cargo, subject to paragraph (c), is prohibited.

c. Ships flying Greek flag or of another member state of the EU or the EEA, and fall under the provisions of par. 2, point (a) , may be authorized to operate as professional/commercial tourist day ships of article 10, subject to the terms and conditions required for their operation and activity, in accordance with the same article, as long as, for the specific period of time, they do not perform -as professional pleasure yachts/boats/ vessels- simultaneously a total contract charter.

d. The operation of a ship classified as private, regardless its flag, within the Greek Territory is prohibited. Likewise, the advertising of the operation is prohibited

e. The ship owner or operator being:

ea. a legal entity, shall not enter into a full charter contract for its professional pleasure yacht/boat/vessel , neither with the legal representative, the owners of shares or corporate shares, nor the members of the Board of Directors and its employees, when they act individually or as representatives of another legal or natural person, as well as with persons with whom they are in a second degree relationship or they are their spouses or cohabitants, within the meaning of Law 4356/2015 (A' 181)

eb. a natural person, shall not enter into a charter-party contract for its professional/commercial pleasure yacht/boat, neither with persons with whom he is in second degree relationship nor are spouses or cohabitants, within the meaning of Law 4356/2015, when they act individually as representatives of another legal or natural person.

f. Subject to the provisions of subparagraph (e), subsections ea' and eb' , the ship-owner or the operator, whether it is a natural or a legal person, is authorized to conclude full charter contract for its commercial pleasure yacht/boat/ vessel , with any tourist office within the meaning of article 1 of Law 4276/2014 (A' 155).

4. The following are authorized to charter out/lease the ships of subpar.2, subsection (a):

a. the ship-owners, for the ships under their ownership, the operators, for the ones under their operation and the lessees of pleasure yachts/boats/vessels through financial leasing, for the under financial lease, professional/commercial pleasure yachts/boats/vessels,

b. the maritime agencies, according to the P.D. 225/1999 (OG 130 A'), the forwarding agencies and tourist agencies, within the meaning of article 1 of Law 4276/2014, acting on behalf of the ship-owner or ship operator, subject to the written consent and relevant authorization of the ship-owner or ship operator, with whom they become co-responsible for the observance of the relevant obligations arising from the provisions of Part A' and the terms of the charterparty.

c. It is allowed, in the context of an organized voyage contract, within the meaning of article 3 of the P.D. 7/2018(A' 12), the chartering of a professional/commercial pleasure yacht/boat/vessel, in which a tourist office is participating as charterer, under the following conditions:

ca. the duration of the ship's full charter contract is:

caa. longer than twenty-four (24) hours or

cab. equal to or less than twenty-four (24) hours, as long as the number of passengers on the ship does not exceed the number of passenger beds available on the ship, regardless of whether the voyage/trip includes an overnight stay, subject to par. 5,

cc. in the charter agreement it is stated that the voyage is in the framework of an organized program travel, organized by the tourist office,

ce. the tourist office issues an individual voucher, to each passenger.

The tourist office along with the ship owner or ship operator becomes co-responsible for the observance of the relevant obligations arising from Part A and the terms of the charter agreement.

5. a. During the period of execution of a full charter contract, the number of passengers does not exceed the number of passenger beds.

b. Exceptionally, paragraph (a) does not apply:

ba. in the case of performance/execution of a full charter contract of up to twelve (12) hours, which does not include an overnight stay, provided that the number of passengers is less than or equal to the maximum permitted number of passengers, as defined in the certificates of par. 2, and

bb. in the case of a commercial pleasure yacht/boat with a total length of up to twenty-four (24) meters and a carrying capacity of up to twelve (12)

passengers executing a full charter contract lasting more than (12) hours, provided that this is stated as a basic condition in the charter contract.

. 6. a. Chartering without vessels' departure is authorized to : (i) commercial pleasure yachts/vessels of par. 2, subpar (a) and (ii) private pleasure yachts/boats of article 2, paragraph 2, subparagraph (a) , as long as the following conditions are cumulatively met:

aa. the ship has the prescribed- for its category- maritime documents and certificates in force,

ab. the ship has insurance in force,

ac. The ship is not under the state of sailing suspension or prohibition or confiscation/seizure for any reason or holiday or immobility, as appropriate

ad. in the case of a private pleasure yacht/boat, the obligations deriving from the national tax legislation along with the conditions of subpar. aa' to ac' shall be kept.

b. During the pleasure yacht/vessel chartering without departure period, in accordance with paragraph (a), the following shall be applied:

ba. there is no obligation to keep an organization crew chart or the master or skipper is not obliged to assume the responsibility of commanding the ship. In the case of staff recruitment or employment, the provisions of article 11 ,paragraphs 1 and 2 of shall be proportionally applied, and

bb. there is no obligation for the ship to be administrated by a shipping agent, according to the provisions of P.D. 229/1995, whereas in case a maritime agent is assigned to administrate the ship , the provisions of the P.D. 229/1995 are proportionally applied.

c. The number of passengers is prohibited to be greater than the maximum allowed number, as defined in the Vessel Operation License (OOC) or the General Inspection Protocol (OGI) or the Safety Certificate (OSC).) or in the Certificate of Inspection of Foreign Professional Pleasure Yacht/Vessel (C.I.F.P.P.Y).

d. During the pleasure yacht chartering period upon the provisions of par. (a), the following shall be applied:

- da. it is prohibited for the lessee to assign it to a third party, natural or legal, and
- db. if it is a commercial/professional pleasure yacht/boat, the days in which it is chartered are not included in the completion of the minimum charter days of article 4
- e. The terms and conditions for the operation of a pleasure yacht/boat, in accordance with this paragraph, are regulated by the decision of article 21,par. 4 .

Article 4

Minimum number of charter days

1. a. Professional pleasure yachts/boats/vessels, operating in accordance with article 3, are required to complete a minimum number of charter days every three years since the date of their registration in the e-Ship Register, which is defined in:
 - aa. One hundred and five (105) days, as long as there is no obligation to maintain an organization crew chart, in accordance with Article 11,
 - ab. seventy-five (75) days, if there is any obligation to keep/maintain an organization crew chart, in accordance with the provisions of Article 11,
 - ac. fifty (50) days, for the wooden ships of article 1, paragraph 1,subpar (f) , regardless of whether there is an obligation to maintain an organization crew chart, in accordance with article 11, and
 - ad. Twenty -five (25) days for traditional ships of article 1, paragraph 1, subpar (e) , regardless of whether there is an obligation to keep an organization crew chart, according to article 11.
- b. For the calculation of the minimum number of charter days for a professional / commercial pleasure yacht/ boat, the duration of the full charter contract is converted into hours, without calculating the remaining duration in minutes. The sum of hours completed is converted into days, divided by twenty-four (24). If the quotient of the division is a decimal number, it is rounded to the nearest whole

number, and half (0.5) to the next whole number. The resulting integer is the sum of the charter days of the commercial pleasure yacht /boat.

c. The minimum number of charter days is reduced for vessels that have reached the age of:

ca. five (5) years, by five percent (5%),

cb. ten (10) years, by ten percent (10%), approx.

cc. fifteen (15) years old, by fifteen percent (15%), and

cd. for those which are (20) years old, by twenty percent (20%).

In the event that a decimal number is obtained, it is rounded to the nearest whole unit, while half (0.5) to the next largest whole unit.

d. To calculate the ship's age, its year of construction is taken into account, as defined in its Tonnage Certificate or in another maritime certificate or document.

2. a The minimum number of charter days is completed calculating the days spent inside and outside the Greek territory , as it is derived by :

aa. the data of the respective charter agreements that have been electronically submitted to the "e-charter agreement/party" application of par. 1 of article 18 or according to the entries in the registration boxes of the Professional/Commercial Pleasure Yachts/Boats Special Information Forms (P.P.Y.S.I.F), upon the decision of par. 5 of article 21, or

ab. the data of the respective charter agreements that have been electronically submitted to the "e-charter agreement/party" application and according to the entries in the registration boxes of the Professional/Commercial Pleasure Yachts /Boats Special Information Forms (P.P.Y.S.I.F), which constitute a presumption of execution of the relevant days charter.

b. In case it is ascertained missing charter days so that the minimum required number is completed , surplus days of the

immediately preceding three years are included.

c. The days during which a commercial/professional pleasure yacht does not perform/ execute a charter contract while used by the ship-owner or ship operator for their own purposes, in accordance with article 15, par. 1 ,subpar. (a), are not counted /included in the completion of the minimum number of charter days.

3. If the ship-owner or ship operator is changed, the new ship-owner or ship operator assumes both the rights and obligations of the previous ship-owner or operator in accordance with the present article as well as the corresponding rights and obligations of article 7 regarding the Tax and Customs Authority, if the ship is concerned .

4a. The Ministry of Maritime Affairs and Insular Policy competent body is responsible for conducting control of the charter days, based on the total amount of days resulting from the electronic application "e-charter agreement/party" and the entries in the registration boxes of the Professional/Commercial Pleasure Yachts /Boats Special Information Forms (P.P.Y.S.I.F), according to par. 2,subpar(a) , every three years. The result of the calculation is entered in the e- Ship Register.

b. In case of failure to complete the minimum number of charter days, the ship-owner or ship operator is authorized to submit to the Ministry of Maritime Affairs and Insular Policy competent body, before the end of the three- year period, an application for an exceptional extension of one (1) year, to complete the missing charter days, as long as the failure is due to force majeure, excluding the case of ship's seizure , in accordance with article 6, or to modification works or ship's repairs of major character being certified by the ship's certification body technical report. The extension is approved and registered in the e-Register of Ships by the competent body of the first paragraph of the present.

Article 5

Suspension of the operation of a commercial/professional pleasure yacht

1. a. The ship-owner or ship operator of a professional/commercial pleasure yacht, which is obliged to complete a minimum number of charter days, in accordance with article 4, may suspend the operation of

the ship, exclusively, for a period of time equal to twelve (12) consecutive months.

b. The starting date for the calculation of the suspension period of par. (a) is considered the date when the ship-owner or the ship operator submits the relevant ship's condition change declaration to the Ministry of Maritime Affairs and Insular Policy competent body, which registers the suspension in the e-Register of ships. When submitting the declaration, the ship-owner or ship operator submits the original Nationality Document, General Inspection Protocol (P.G.E.) or Certificate Security (P.A.) or Foreign Commercial Vessel Inspection Certificate (F.C.V.I.CERT).

c. The period of time remaining to complete the minimum number of charter days is equally suspended, for as long as the suspension of par. (a) lasts and begins to be recalculated, since the suspension cessation date.

d. The suspension of subpar. (a) is automatically lifted, after twelve (12) month period passing since the date they submit the declaration of its entry into force .

2. It is permitted to cease the suspension, at any time, before the completion of the time period of subparagraph (a), after the ship-Owner's relevant declaration submission to the Ministry of Maritime Affairs and Insular Policy competent body, in the case of:

- a. ship-owners' or ship operator's change , or
- b. voluntary cessation of professional activity.

As long as there aren't the grounds of par. (a) and (b) , the voluntary Suspension of par. 1, subpar (c) does not apply while it is presumed that ship's professional activity/operation was never suspended.

3. In case of ipso jure suspension termination or its willful termination, in accordance with par. (a), subpar. (d) or par. 2, subpar (b), the time period during which it was under suspension is derived from Ships' e-Register.

4. The possibility of par. 1 , subpar. (a) is provided only once, during the time period within which It is required to complete the minimum number of charter days.
5. During the period of a commercial/professional pleasure yacht/boat operation suspension, It is not allowed neither its private use nor any other movement.

Article 6

Professional/commercial pleasure yacht seizure

1. In case of a professional / commercial pleasure yacht seizure , which, according to article 4, is obliged to complete a minimum number of charter days, this obligation is suspended for a period of time equal to that of sailing prohibition imposed measure ,as a result of the ship's seizure.
2. The remaining charter day minimum number is completed within a time period equal to that remaining at the time of seizure, starting from the date of sailing prohibition lifting.
3. The submitted - within sixty days (60) since the dates of both Ship's sailing imposition and lifting prohibition ,as appropriate, upon the provisions of par. 1 ,- application to Ship's e-Register concerning the ship's condition modification along with all copies of ship's seizure supporting documents shall be submitted by the ship-owner or ship operator to:
 - a. the Port Authority enforcing/imposing the sailing prohibition measure , should the seizure be imposed within the Greek Territory, or
 - b. the Ministry of Maritime Affairs and Insular Policy competent body , since the seizure was imposed outside the Greek Territory,

Article 7

Liabilities of commercial/professional yachts

a. Every commercial/professional pleasure yacht, upon the provisions of article 4, that does not fulfill the obligation to complete the minimum number of charter days, as well as in any case of a voluntary/willful or ipso jure cessation/termination of professional activity/operation, shall attribute to the competent customs and tax services of the Independent Public Revenue Authority (A.A.D.E.), as long as this derives from the application of the Value Added Tax Code (Law 2859/2000, A' 248) or national and EU customs legislation the following:

aa. The Value Added Tax (VAT), for the importation or acquisition attributable to it, and

ab. the corresponding duties, VAT, the Excise Duty (E.D/E.F.K.) or the consumption Tax on fuels, lubricants and other goods and services for which it was exempted, as well as the other collected charges. For this purpose, a Ministry of Maritime Affairs and Insular Policy competent body act is issued against the ship-owner or Ship operator, in which it is specified the date of termination of the Professional activity/operation while it is communicated to I.P.R.A/Independent Public Revenue Authority (A.A.D.E) competent customs and tax services, for both the certification, at the time of act issuance, and the collection of customs duties, taxes and other charges of sub-par. aa' and ab', according to the decision of article 21, par. 6 of .

b. In cases of voluntary/willful or professional activity/operation ipso jure suspension/termination and as long as during this time the minimum number of charter days has been completed, the following shall be applied:

ba In case of ship professional activity voluntary/willful cessation /termination, the ship-owner or ship operator may, within ninety (90) calendar days from the day following the act issuance by the Ministry of Maritime Affairs and Insular Policy competent body, request the cancellation of the said act and the restarting of its professional activity/operation. The date of the first subparagraph activity/operation commencement is defined as the date of the initial act

issuance, so that the continuity of ship professional activity/operation can be derived. In this case and for the intervening period from the original act issuance to its revocation, It is authorized neither ship's commercial/professional activity/operation nor exemptions granting of duties, VAT, Excise duty , duty on fuel, lubricants, other goods and services and, of other collected charges, as appropriate.

bb. In case of ipso jure suspension, the provisions of sub-par ba are applied. In the cases where the ipso jure suspension, upon the provisions of article 21 , par. 2 decision, is due to ship-owner's or ship operator's failure to keep the deadline for the fulfillment of specific obligations, the specified deadline is extended from the date on which it is presumed that the ship's professional operation/activity suspension has taken place, until- upon the provisions of subpar ba- the timely cancellation application submission .

1. a. The ratable / taxable value of commercial pleasure yachts/ boats , for which an obligation to pay VAT arises, is determined as follows:

aa. The value of the first paragraph of the present one -based on the original selling price to the first purchaser, upon the shipbuilding or its construction completion , subject to the provisions of sub-par. ab' is reduced due to age, after completing :

- i.** first year, by 20%,
- ii.** second year, by 25%,
- iii.** third year, by 30%,
- iv.** fourth year, by 35%,
- v.** fifth year law, by 40%,
- vi.** sixth year, by 45%,
- vii.** seventh year, by 50%,
- viii.** eighth year, by 55%,
- ix.** ninth year, by 60%,
- x.** tenth year, by 65%,

- xi.** eleventh year, by 70%,
- xii.** twelfth year, by 75%,
- xiii.** thirteenth year, by 80%,
- xiv.** fourteenth year, by 85%,
- xv.** fifteenth year, by 90%.

The aforementioned value reductions, due to age, are calculated per calendar Year, from the date of issuance of the shipyard or pleasure yacht/ boat building company invoice. In the event that the exact date of shipbuilding or ship construction is not available, these value reductions are calculated from January 1st of the year of pleasure yacht /boat building or construction, as it is derived from any relevant shipping document or document issued by the shipyard. In the event that there is no document or supporting document, from which the initial value of the pleasure yacht/boat is proven, this is determined by a certificate issued by the Hellenic Chamber of Shipping (HCS-N.E.E.).

ab. Its value is also determined on the basis of the value resulting from the ship's insurance policy, as determined when the tax becomes chargeable, as long as this value is greater than the value resulting from the application of par. (a), subpar. aa' . In case there is a disagreement on the insured value, the average value of the insurance policies of the two (2) previous years is taken into account.

ac. Its taxable value is determined on the basis of ship's current value, such as this is calculated when the tax becomes chargeable, exclusively in the case of ship partial or total destruction due to force majeure, which coincides with or precedes the time that the tax becomes chargeable and since this value is less than that specified, according to subpar.aa'.and ab'. Force majeure means extreme natural phenomena, fire events, the inadvertent sinking or grounding or collision or impact of a ship. The partial or total destruction of the ship due to force majeure, proven by a certificate issued by the Port Authority of the area within which the event of the previous paragraph took place, accompanied with a technical report of the ship's certification agent/body. The current value of the ship, at the time the tax becomes chargeable, is proved by a certificate issued by the Greek Maritime Chamber.

b. Paragraph (a) is also applied in the case of delivery according to article 5 of the VAT Code, if the taxable value determined, according to this Code, is lower. Paragraph (a) is

also applicable for the calculation of the taxable value and the imposition of other taxes, apart from VAT, for all pleasure yachts, which fall within the scope of this law and are death, donation or parental allowance.

CHAPTER THREE

PROFESSIONAL PLEASURE YACHTS/BOATS UNDER THE LAW OF ANOTHER COUNTRY

Article 8

Terms and conditions for the operation of pleasure yachts / boats qualified as commercial/professional, according to the Law of another Country

1a. A Specified Period Charter Permission is required to be issued for qualified professional/commercial pleasure yachts which are recognized upon other country's legislation, for the operation , within Greek Territory , of a ship which does not fall under the provisions of article 3, par 2, subpar (a) , regardless its flying flag other than the Greek one, being qualified as a professional/commercial pleasure yacht , its overall length is 35 meters and it is of steel , or plastic or aluminum construction.

b. Vessels of subpar. (a) are permitted to execute a charter party contract, in which: the place of (i) delivery or re-delivery, (ii) delivery and re-delivery, of the commercial pleasure yacht to the charterer and the shipper, respectively, and the place (iii)of initial boarding or final disembarkation, (iv) initial boarding and final disembarkation, of the passengers, are in the Greek Territory.

c. The partial chartering and operation of a professional/commercial pleasure yacht for the transport of ticketed passengers or cargo is prohibited.

d. During the period of a full charter contract execution, the number of passengers shall not exceed the number of passenger beds.

2. The permission of par 1, subpar (a), shall:

a. be approved by the Port Authority of ship's delivery place, when it is in Greece, or by the first nearest Port Authority, when the ship enters the Greek Territory, and the place of its delivery is abroad, after having been checked regarding the par. 3 conditions by the Independent Public Revenue Authority (A.A.D.E.) agencies/bodies and the Port Authority, depending on the jurisdiction, and

b. be electronically issued, through the "e-Charter Permission" application, in accordance with the procedures defined in the decision of article 21 par (7) subpar(a) .

c. Its maximum duration -subject to the provisions of article 21 , par.7 subpar (c) -is set at twenty-one (21) days per calendar year and may be extended for a period of up to seven (7) days, for cases and under the terms and conditions specified in the decision of article 21, par. 7 , subpar (a). The time period of the first paragraph may correspond to one or more full charter contracts, for which a separate permission is issued, providing that the sum of days does not exceed the maximum allowed period of time.

d. The obligations provided for upon tax and customs legislation regarding the par. 1 ships' operation, within the Hellenic Territory, shall be met. In particular, the operators of the ships shall:

da. submit -without prejudice to the provisions of VAT Code articles 47b and 47c (law 2859/2000, OG ' 248 A) and the corresponding provisions applicable in other EU member states, - VAT returns for each tax period defined per calendar year,

db. fulfill the provisions of VAT Code article 27 par (1) subpar. (a) case (ii) , for V.A.T exemptions granting, without other obligations, based on its certificates of seaworthiness, provided that the ship can carry out international voyages,

dc. be exempted from the obligation to issue retail sales details, retail receipts, through a tax electronic mechanism (T E.M.) .F.D.S.S.)], and

dd. without prejudice to the provisions of VAT Code articles 47b and 47c and the corresponding provisions applied in the other EU member states, fulfill the obligations regarding: (i) registration in the tax register, (ii) submission of a VAT return, in accordance with the provisions of both the Tax Procedure Code (Law 4174/2013, OG 170 A') and the VAT Code, as well as (iii) the payment of VAT, according to par 3 subpar (d), through the "e- Charter Permission", which interoperates, for this purpose, with Independent Public Revenue Authority (I.P.R.A-A.A.D.E) services. The provisions of VAT Code article 36, par 4, and subpar (d) are applied for the ship operators who are not permanently established within the country or within another EU member state.

3. For the issuance of the permission/license of par. 1, the following conditions are required to be cumulatively met:

a. there must be a signed charter agreement,

b. the corresponding special fee in favor of the State under the name "Professional Pleasure Yacht Fee recognized in accordance with the Law of Another Country" (P.R.V.F/T.E.P.A.D.A.X.), along with the provisions of article 9 shall have been paid,

c. the vessel shall be equipped with a Foreign Professional Pleasure Yacht Control Certificate (F.P.P.Y.C.C/P.E.X.E.P.A.). Alternatively, its capacity to perform international voyages is presumed by the Ship Safety Certificate issued, in accordance with the International Convention "on the safety of life at sea, 1974" (SOLAS), while being ratified by law 1045/1980 (A' 95), and accompanied by a certificate on the number of available passenger and crew beds, issued, by a recognized organization, according to Regulation (EC) 391/2009,

d. the VAT – with the prejudice of the provisions of VAT Code articles 47b and 47c , along with the corresponding provisions applicable in other EU member states- corresponding at a rate of seventy percent (70%) fare shall have been paid. To calculate the amount of VAT the applications of any exemptions -upon the provisions of the VAT Code- shall be taken into account,

e. the taxable in Hellenic territory ship's operator – with the prejudice of farm use- shall be only authorized to execute a ship's chartering in Hellenic territory,

f. the ship's operator, upon the provisions of article 6 of Law 4172/2013 (OG 167 A') and the double taxation avoidance agreements, shall not have a permanent establishment in the Hellenic territory, and

g. the ship's operator shall be registered in the tax register, with the prejudice of both VAT Code articles 47b and 47c provisions ,and the corresponding under these articles acts provisions applied to the other EU member states.

4. the corresponding – upon the article 7 provisions- VAT along with all the other charges are due to the par.1 professional / commercial pleasure yachts when the execution of a charter contract is established, without -according to this article- its operation right being reserved .

Article 9

Professional / Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.)

1. A special Fee with the name "Professional Pleasure Yacht Fee is established in favor of the State, upon the Law of another Country" (P.P.Y.F/T.E.P.A.D.A.X.), which is:

a. a prerequisite for the issuance of the license of article 8, par. 1, in the event that the place of both delivery and re-delivery of the professional/commercial pleasure yacht to the charterer and ship-owner, respectively, and the place of passengers' initial embarkation and final disembarkation are in Hellenic Territory or

b. a prerequisite for the issuance of the permission/license of article 8, par. 1, in the event that the place of delivery or re-delivery of the commercial pleasure yacht to the charterer and the ship-owner, respectively, and the place of passengers' initial embarkation or final disembarkation are in the Hellenic Territory or

c. a prerequisite for the article 3, paragraph 2, subpar. (b) Ships to execute a full charter contract within the Hellenic Territory.

2a. The Professional /Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.) is calculated per individual full charter contract and for the total number of days performed within the Hellenic Territory.

b. The par. 1, subpar. (a) Professional /Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.) is calculated taking into account: (a) the ship's gross tonnage (GT), according to the ship's nationality document or the ship's international tonnage certificate and (b) the time period for the execution of a full charter contract in the Hellenic Territory. The Professional /Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.), results from the following type of fee determination: $T = B + (H * o.h.a', \text{ or } H * o.h.b', \text{ or } H * o.h.c', \text{ or } H * o.h.d', \text{ or } H * o.h.e', \text{ or } H * o.h.f', \text{ or } H * o.h.g')$,

Where T: The amount of P.P.Y.F /T.E.P.A.D.A.X. in euro, rounded to the next hundredth.

B: The basis for determining the Fee, which is set at the amount of five hundred (500.00) euro.

H: The total number of days corresponding to the full charter contract within Hellenic Territory, where: $1 < H < (28)$.

- o. h. a': thirty (30) euro, for ships of total capacity- of up to 150 gt, or
- o. h. b.: forty (40) euro, for ships of total capacity- of more than 150 to 250 gt, or
- o. h. c': forty-five (45) euro, for full-size ships of a tonnage of more than 250 up to including 500 gt, or
- o. h. d': one hundred (100) euro, for ships of total capacity- of more than 500 up to including 1,000 gt, or
- o. h. e.': one hundred and fifteen (115) euro, for ships in total tonnage of over 1,000 up to including 2,000 gt, or
- o. h. f': one hundred and thirty (130) euro, for ships of gross tonnage over 2,000 gt up to including 5,000 gt , or
- o. h. g': one hundred and fifty (150) euro, for ships in total of over 5,000 gt capacity.

c. The par. 1, subpar. (a) Professional /Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.) is calculated taking into account: (a) the ship's gross tonnage (GT), according to the ship's nationality document or the ship's international tonnage certificate and (b) the time period for the execution of a full charter contract in the Hellenic Territory. The Professional /Commercial Pleasure Yacht Fee, according to the Law of another Country (P.P.Y.F/T.E.P.A.D.A.X.) results from the following type of fee determination:

$$T = B + [H * (o.h.a', \text{ or } o.h.b', \text{ or } o.h.c', \text{ or } o.h.d', \text{ or } o.h.e', \text{ or } o.h.f', \text{ or } o.h.g' + m.a', \text{ or } m.b', \text{ or } m.c', \text{ or } m.d', \text{ or } m.e', \text{ or } m.f', \text{ or } m.g', \text{ or } m.i', \text{ or } m.th', \text{ or } m.i', \text{ or } m.ia', \text{ or } m.l', \text{ or } m.i')],$$

Where T: The amount of P.P.Y.F /T.E.P.A.D.A.X. in euro, rounded to the next hundredth.

H: The total number of chartering days within the Hellenic Territory,
where: $1 \leq H \leq (28)$ for the calculation of par.1, subpar b. P.P.Y.F/T.E.P.A.D.A.X.
and $H \geq (01)$ for the calculation of par. 1 ,subpar. (c) P.P.Y.F/T.E.P.A.D.A.X.

- m.a': thirty (30) euro, for ships of total length up to 15 m., or
- m.b.: one hundred and ten (110) euro, for full-length ships from 15 m to 20 m, or
- m.c.: one hundred and sixty (160) euro, for ships of total length from 20 m to 25 m, or

m.d': four hundred and fifty (450) euro, for ships of total length from 25 m to 30 m, or

m.e.: five hundred and fifty (550) euro, for ships in total length from 30 m to 35 m, or

m.f': eight hundred (800) euro, for full-length ships from 35 m to 40 m, or

m.g': one thousand four hundred (1,400) euro, for ships of total length from 40 m to 45m or

mh': one thousand seven hundred and fifty (1,750) euro, for ships of total length from 45 m to 50 m, or

mi': two thousand six hundred (2,600) euro, for ships of a total length of 50 m to 60

m, or mj': four thousand two hundred(4,200)euro for ships of total length from 60 m to 70 m, or

mk': five thousand six hundred (5,600) euro, or ships of total length from 70 m to 85 m,

or

m.l': seven thousand five hundred (7,500) euro, for ships of total length from 85 m to 100 m, or

mla. eighteen thousand (18,000) euro, for ships of a length of more than 100 m.

The values of the "B" and "o.h." parameters are the same with those applicable to par. (b) P.P.Y.F/T.E.P.A.D.A.X determination type .

d. For the calculation of parameter (H), the following shall be applied:

da when $1 \leq H \leq (28)$ and with regard to par. 1, subpar. (a) and (b) , the duration of the charter is converted into hours, without calculating the excess duration in minutes. The duration of the hours of the contract is added up and the result of the sum is converted into days, divided by twenty-four (24). If the quotient of the division is a decimal number, it is rounded to the nearest whole number, while half, to the next whole number, and

db when $H \geq (01)$ and with regard to par.1,subpar. (c), the total duration of the execution of a full charter contract within the Greek Territory, calculated on the basis of the calendar days between the date of the ship's entry into the Greek Territory until its departing date is taken into account .

e. The payment of P.P.Y.F / T.E.P.A.D.A.X is carried out with a payment code issued electronically, via the "e – Charter Permission" application, in accordance with the procedures defined in the decision of article 21, par 7, subpar. (a) .

4. The ship-owner or ship operator is obliged to pay the corresponding P.P.Y.F /T.E.P.A.D.A.X.

5. The revenue collected from P.P.Y.F/T.E.P.A.D.A.X is registered as credit to the Hellenic Coast Guard special agency/body, Ministry of Maritime Affairs and Insular Policy regular budget of each subsequent financial year.

CHAPTER FOUR

PROFESSIONAL TOURIST DAY SHIPS

Article 10

Terms and conditions for the operation of professional tourist day boats

1. For the operation and commercial operation/activity of a professional tourist day boat flying the flag of Greece or another EU or EEA member state, the following are required: (a) a certificate issued by the tax administration competent department for ship's commercial operation start and (b) ship's details entry in the e-Ship Register.

2a. Ships of par. 1 carry out circular voyages among Hellenic Territory ports, bays and coasts, where the voyage starting and termination points, while at the same time passengers' initial embarkation and final disembarkation points, with the possibility of extension abroad, are the same. The sea voyage is carried out on a schedule basis being determined and made public in advance, after paying either a single, individual or group ticket.

b. The following are authorized:

ba. A Bay or a coast may designated as voyage starting and termination point, and

bb. Passengers' initial boarding and final disembarkation - subject to the competent Port Authority approval - from a ship anchored in a port or bay.

c. Ship- owner or ship operator who is under the terms of article 3, par.1, subpar.(a) or (b) of the decision issued under the authorization of the provisions of article 13A ,

par. 1 ,subpar. (d) , Law 2971/2001 (OG. 285 A) is exempted from the approval of subpar. (b), case (ba')

3a. The daily sea voyage is performed within a period of twenty-four (24) hours.

aa. In the case where a daily sea voyage includes, as an intermediate port call, at least one Greek port, the following shall be applied:

aaa. Passengers are allowed to disembark and stay ashore, provided they re-board the ship before it departs to continue its voyage, and

aab. Passengers' Intermediate embarking onboard the ship as well as the final disembarking of the ship respectively, are prohibited, unless required for reasons of safety or unforeseen incidents/events.

ab. In case where a Hellenic port call ,other than bays or coasts, is not included as an intermediate port call in ship's daily sea voyage , passengers are allowed to disembark from the ship and stay ashore without their obligation to re-board the ship while its leaving from the port, provided ship's returning to the port, to take the passengers.

b. A daily sea voyage or a sea voyage lasting more than twenty-four (24) hours which includes a passengers' overnight stay in land accommodation, is permitted, under the following conditions:

ba. the voyage shall be carried out in the context of the same organized voyage contract, in the sense of article 3 of the Presidential Decree 7/2018 (OG 12 A'),

bb. the port or bay or coast of passengers' final disembarkation shall be the port or bay or coast of their initial embarkation, and

bc. the ship shall remain anchored or docked, during the passengers' overnight stay , in a position where , after Port Authority's area of jurisdiction consent/authorization, ship's place of either anchoring or docking has been ensured, in addition to what is defined in par. 5.

It is established that, upon a contract drawn up and signed by the crew and the ship-owner-if the ship does not provide any crew accommodation facilities –other than seaman's permanent residence- during passengers' overnight stay ashore- the ship-owner or the ship operator shall provide the suitable accommodation facility. Suitable accommodation is considered to be what, in terms of air conditioning, dormitories, beds

and sanitary facilities, is at least equivalent to what specified by legislation for crew accommodation.

c. The ship-owner or ship operator, before the start of the operating period, submits a declaration to the Port Authorities, under whose jurisdiction the starting and ending ports as well as the intermediate port call, if any, in which he notifies, in detail, the time period of the ship's operation and the schedule of sea voyages, taking into account the category and extent of permitted voyages as well as the General Inspection Protocol (G.E.P) or the Safety Certificate (S.A.) or the Operating Permit/License (A.E.P.) or a corresponding Seaworthiness Certificate for ships flying the flag of another EU or EEA member state. A similar declaration is required for any modification, prior to the start of the daily sea voyage.

4. Exceptionally, due to lack or inadequacy and peculiarity of the existing transportation services and conditions or for the purpose of serving tourist traffic, the following are allowed:

a. Passengers' intermediate embarkation in a Greek port, bay or coast in the context of performing a daily sea voyage or performing the voyage referred to in par. 3 subpar (b), provided that their final disembarkation takes place at this point and subject to the approval of the Port Authority in jurisdiction under which the intermediate port of call falls. The ship owner or ship operator lodges an application to the competent Port Authority, for the approval of the first subpar herein,

b. Passengers' disembarkation at an intermediate Greek port of call in the context of a package travel contract, within the meaning of article 3 of the Presidential Decree 7/2018, as long as their final disembarkation takes place at the point of their initial embarkation on the same or a different date and subject to the approval of the Port Authority under which the jurisdiction of the point of voyage departure falls. The ship-owner or ship operator lodges an application to the competent Port Authority for the approval of the first paragraph of this provision.

c. the performance of a sea voyage by a professional tourist day boat in the context of combined passenger transport with other means of transport, as long as (i) the total voyage is carried out in the context of the same package travel contract, in the sense of P.D. 7/2018, article 3, (ii) its duration does not exceed forty-eight (48) hours and subject

to Port Authority approval, in jurisdiction under which its sea voyage starting point falls. The ship-owner or ship operator lodges an application to the competent Port Authority for the approval of the first paragraph herein,

d. during the summer season, the performance of passenger transport where the voyage starting point and the passengers' initial boarding do not match with the point of voyage termination and passengers' final disembarkation and as long as the operation of the voyage/route is not impaired, in the case where the one-way route is served by a scheduled ship, and following Minister of Maritime Affairs and Island Policy decision, which establishes the terms and conditions for carrying out the exceptional activity. The ship-owner or ship operator lodges an application to the competent body of the Ministry of Maritime Affairs and Insular Policy for the issuance of the decision of the first paragraph herein.

5. a. Professional tourist day boats are berthed, anchored or accosted /come alongside for awaiting, passengers' embarkation and disembarkation , at positions or points indicated by the port or port facility management and operation body or by the relevant Port Authority Head, as the case may be. In case of spaces inadequacy and functional inability to service the professional tourist day boats, the competent person, according to the first paragraph, determines the necessary measures for anchoring, berthing, accosting/coming alongside or awaiting position, boarding and disembarking.

b. In the case of bays and coasts, the head of the competent Port Authority may, with a grounded/justified decision for navigational safety or operational service impossibility reasons, set a maximum number of professional tourist day boats operating daily in the area.

c. It is allowed, after the approval of the competent Port Authority, the professional tourist day boats approach to bathing facilities, as long as there is a special, for this purpose, position, marked /identified with buoys.

6. The vessels of this article may operate as professional/commercial pleasure yachts of article 3, par. 2, subpar (a) respecting, proportionally, the terms and conditions required for their operation and activity, upon the provisions of the same article, as long as for the specific period of time they do not perform/carry out, - as

professional/commercial tourist day boats - simultaneously, touring voyages after ticket payment.

CHAPTER FIVE

GENERAL OBLIGATIONS - INDIVIDUAL SHIP MOVEMENTS

Article 11

Manning/Staffing of pleasure yachts and tourist day boats

1. For those, under the flag of Greece or another member state of the EU or the EEA, professional pleasure yachts of article 3 par 2, subpar (a) , of an overall length up to twenty-four (24) meters and a carrying capacity of: (i) up to fourteen (14) passengers, or (ii) up to twenty-five (25) passengers when performing a full charter contract , (ii) up to twelve (12) hours duration that does not include an overnight stay, the following shall be applied:

a. There is no obligation to keep an organization crew chart. The management of the ship is undertaken by a master or skipper, within the meaning of article 1, clauses (ka) and (kv) and crew and auxiliary personnel are allowed to work on it, within the meaning of the same article, clause (kd).

b. The master or skipper, the crew and the auxiliary staff are subject to the Electronic National Social Security Agency (e-EFKA) compulsory insurance, without prejudice to the Union legislation regarding the right to insurance in ship flag state, if it is a ship flying the flag of an EU or EEA member state.

Particularly:

ba. Registered seafarers who are employed on board ships are insured upon the legislation on Electronic National Social Security (e-E.F.K.A.) (former Mariners' Pension Fund/N.A.T.),

bb. skippers, unregistered seafarers, as long as they provide dependent/paid work, are insured upon the legislation on Electronic National Social Security (e-E.F.K.A) that concerns employees (former Social Insurance /Fund/Foundation - Single Employees' Insurance Fund/ I.K.A. - ETAM), while if they are employed through a service contract, they are insured upon the legislation that concerns the self-employed (former Self-Employed Insurance Organization / O.A.E.E.), and

bc. Support personnel/staff are covered by the Electronic National Social Security (e-EFKA) insurance (e-EFKA), in accordance with what is provided for in insurance legislation per specialty category

2. a. The professional pleasure yachts of article 3, par (a) , subpar 2 : (i) of a total length of more than twenty-four (24) meters, regardless the duration of the full charter contract and without prejudice to par 3 subpar (a) , and (ii) of a total length of up to twenty-four (24) meters, a carrying capacity of more than fourteen (14) up to forty-nine (49) passengers and when they perform a full charter contract lasting more than twelve (12) hours, are obliged to maintain an organization crew chart.

aa. For ships' gross tonnage of up to 650 gt: under the flag of a EU or EEA member state other than Greece, the obligation of paragraph (a) is regulated by the decision of article 21, par 9, subpar (a), while for ships under the flag of EU or the EEA Non-member State, the obligation of paragraph (a) is regulated by the decision of article 21 par 9, subpar (a) only in terms of number and specialty.

ab. For ships with a total tonnage of 650 gt and above, regardless of flag - other than the Greek one-, manning/staffing issues are regulated by the legislation of the flag state they fly.

ac. For Greek flagged ships and regardless of total tonnage, the obligation of paragraph (a) is regulated by the decision of article 21, paragraph 9, and subpar (a)

b. The issue of social security for seafarers is regulated:

ba. by Greek legislation, without prejudice to EU legislation on the right of seafarer insurance in the ship's flag state, in respect of ships flying the flag of EU or EEA Member State and regardless of gross tonnage, and

bb. by the Greek legislation on the contracting ships' insurance obligations , without prejudice to the EU legislation on EU or EEA seaman's insurance right in his country of origin, regarding the ships flying the flag of EU or the EEA non member state while regardless of total tonnage.

c. As long as other personnel employed on the ship, within the context of article 1, par 1, subpar (c), these are insured in the Electronic National Social Security (e-EFKA), in accordance with what it is provided for, per specialty category, in the insurance

legislation, without prejudice of the EU legislation on the insurance right in ship's flag state, if it is a ship flying the flag of an EU or EEA member state.

3. a. The commercial pleasure yachts of article 3, par. 2, subpar (a) , regardless of total length and carrying capacity of more than twenty-five (25) up to including forty-nine (49) passengers, when performing a full charter contract lasting up to twelve (12) hours without including an overnight stay, are obliged to maintain an organization crew chart.

aa. For EU or EEA member state flagged ships, other than the Greek flag, gross tonnage up to 650 gt: the obligation of paragraph (a) is regulated by the decisions issued under the provisions of the Code of Public Maritime Law , article 87, ratified by the article Sole of P.D. 187/1973 (OG 261 A'), while for vessels under the flag of EU or EEA a non-member state , the obligation of paragraph (a) is regulated by the decisions issued pursuant to the provisions of the Code of Public Maritime Law article 87, only as by number and specialty.

ab. For ships of a gross tonnage of 650 gt and above, regardless of flag, other than the Greek one, manning/staffing issues are regulated by the legislation of the flag state they fly.

ac. For Greek flagged ships regardless of total tonnage, the obligation of paragraph (a) is regulated by the decisions issued under the provisions of the Public Maritime Law Code, article 87.

b. For the ships of subpar (a), the provisions of par.2 sub-paragraphs (b) and (c) are applied.

4. For the professional tourist day boats of article 10 the following is applied:

a. On Greek flagged vessels and regardless their total tonnage, the organization crew chart is established by the decisions issued pursuant to the provisions of the Public Maritime Law Code, article 87.

b. Under the flag of another EU or EEA member state and gross tonnage:

ba up to 650 gt, the organization crew chart is established by the ministerial decisions of paragraph (a), or

bb. from 650 gt and above, manning/staffing issues are regulated by the legislation of the flag State they fly.

c. On ships under the flag of another EU or EEA member state and regardless of gross tonnage, the issue of seafarers' social insurance is regulated by the Greek legislation, without prejudice to EU legislation, regarding the right to seafarers insurance in the ship's flag state.

d. It is allowed to employ personnel, other than seafarer Specialties/capacities, additionally to the maintained organization crew chart. The personnel of the first paragraph are insured in the Electronic National Social Security (e-EFKA), in accordance with what it is provided for, per category of capacity, in the insurance legislation, without prejudice to the Union legislation on insurance right in the ship's flag State, if it is about a ship flying a EU or EEA member state flag.

5.a. The professional pleasure yachts of par. 2 and par. 3 subpar. (a) when they perform voyages free of passengers and within the Hellenic Territory, shall maintain an organization crew chart, being established by the decision of article 21 ,par. 9 ,subpar. (b)

b. The ships of par. (a) which do not have a valid logbook, are provided with a crew report of article 4,par. 2 of Law 2575/1998 (A' 23).

c. The professional tourist day boats of article 10, when they carry out voyages free of passengers and within the Hellenic territory, keep an organization crew chart, being established by the decision issued under the provisions of articles 87 and 90 of Public Maritime Law Code. The ships of the first subpar may be equipped with a special crew list of article 4, par. 2 of Law 2575/1998.

6. Private pleasure yachts are not obliged to keep an organization crew chart, regardless of transport capacity, while the provisions of par. 1, subparagraphs (a) and (b) are applied proportionally.

7. Companies that own or operate the pleasure yachts of Part A are authorized to conduct transfers of organization crew chart seamen, as well as employees, auxiliary or other staff, from one pleasure yacht to another under the following terms and conditions:

- a. the Secure Management Code (I.S.M. Code) shall be managed by a common company and
- b. ship-owner companies of both two ships shall have a relevant or written management contract

Article 12

Charter party

1. The execution of a full charter contract within the Hellenic territory, by professional pleasure yachts of: (i) the article 3, par 2, subpar (a) and (ii) the articles 3 and 8 paragraph (b), presupposes the electronic submission of the required details of the charter party agreement to the competent authorities, via/through their entry/registration in the "e - charter party/agreement" or in the "e – Charter Permission", as the case may be, in accordance with the decision of par. 10 subpar. (b), or the decision of article 21, par. 7, subpar.(a) respectively.

2. The paper-based charter party shall be on board the ship, without a Port Authority endorsement, and shall be shown to any competent control authorities' relevant request.

3. The charter party agreement shall be drawn up in writing. It can also be concluded digitally, under the terms and conditions of the decision of article 21, par. 10 subpar. (b), point bb '.

Article 13

Passengers' list

1. For the cases of this article, in which it is provided for to keep a passengers' list, in paper or digital format, as the case may be, the following details shall be included:

a. **In respect of the ship:** ship's name, flag, port and registry number, International Distinctive Sign, gross tonnage, overall length and unique registration number in the Ships e-Register, if maintained.

b. **Regarding passengers:**

ba. for the master or skipper, the crew and the other or auxiliary staff: the full name, identity card or passport number, gender, nationality and date of birth,

bb. for the master or skipper, the crew and other or auxiliary personnel who are nationals of EU or EEA non-member states: additionally to the details of sub.ba, both the embarkation and disembarkation date along with the port respectively,

bc. for passengers, including children under the age of one (1) year old: the full name, the identity card or passport number, gender, date of nationality, date of birth, date and port of embarkation and disembarkation, and

bd. details about passenger's specific needs, which may require special services and contact phone number, in case of emergency, if provided from the same passenger.

2. For the professional pleasure yachts of article 3, par 2, subpar (a) and article 8 the following are applied, as the case may be:

a. For the execution of a full charter contract or of article 16 self-use or movements, the data/details of par. 1 are submitted electronically to the competent authorities, through their entry in the "e-charter party/agreement" or in the "e-Charter Permission", as the case may be, upon the procedures established in the decision of par 10, subpar (b) or of article 21, par 7, subpar (a), respectively. The required details shall be submitted before the start time and the granting of a sailing permit by the competent Port Authority.

b. During the period of a full charter contract execution, the following shall cumulatively be applied:

ba. Intermediate boarding is allowed, as long as this is not prohibited by the terms of the charter party,

bb. It is prohibited -in a percentage of over seventy-five percent (75%) - for passengers who boarded at the start of the journey to finally disembark

bc. it is prohibited - in a percentage of over seventy-five percent (75%) of the number of additional passengers - for passengers who were boarded during the voyage to finally disembark and

bd. temporary disembarkation of passengers is permitted.

The non-compliance with the conditions of sub-par. bb' and bc' implies the termination of the full charter contract, being imposed by the Port Authority in the area of competence where it was ascertained, via/through the relevant entry in the "e-charter party agreement " or in the "e-Charter Permission", as the case may be, in accordance with the

procedures established in the decision of article 21, par (10) ,subpar(b) or, par (7),subpar (a), respectively.

c. During the performance of a total charter contract or of article 16 self use or movements under the responsibility of the master or skipper:

ca. the details of the passengers are kept updated in the "e-Charter Party Agreement" or "e-Charter Permission", as the case may be, in accordance with the procedures established in the joint decision of par 10, subpar (b) or of article 21, subpar 7,par (a) , respectively,

cb. the passengers shall hold and show , at each control of the competent control authorities , an identity card, passport or other public document from which their identity can be certified.

3. In the case of commercial/professional pleasure yachts referred to in article 3, paragraph 2, subpar (b), for the execution of a total charter contract or of article 16 private use or movements, the details of paragraph 1 shall be submitted electronically to the competent authorities, through/via their entry/registration in the 'e-Charter Permission, in accordance with the procedures established in the joint decision of article 21, par 7 of subpar (a). The required details shall be submitted before the start time of the execution of the acts of the first paragraph and the sailing permit granting from the competent Port Authority.

4. a. Private pleasure yachts, regardless of flag, are provided with a paper passenger list, which is kept up-to-date by the master or skipper, without requiring Port Authority endorsement. The list of passengers is signed by the master or skipper, who certifies the date and time of its signature, being always kept on board and shown at any request of the competent control authorities.

b. In case where EU or EEA non-member states nationals are working on board, the crew list of par. b, sub-par. bb' or of par. 1, shall be kept, additionally to the list containing the details of par. b', sub. ba' , and par. 1, concerning exclusively these employees.

c. The additional crew list of subpar. (a) is submitted for endorsement by the master or the captain to the ship's first port of call Port Authority in the Hellenic Territory, when it enters from abroad, and to the Port Authority of the last Greek port, from which it

will receive a permit to sail abroad. The obligation to verify the list also exists in the case of employees/workers' embarkation or disembarkation, during the period of time that the ship remains within the Hellenic Territory and submitted to the Port Authority in the area of jurisdiction where the ship is located.

5. The professional tourist day boats are equipped with a printed statement of passengers, which is kept updated by the master or skipper, without requiring Port Authority's approval. The list of passengers signed by the master or skipper, certifying the date and time of its signature, shall always be kept on board the ship and shown at every competent control authorities' request.

6. Under the responsibility of the master or skipper and subject to par. 5 of article 3, the number of passengers does not exceed the maximum permitted number of passengers, as established in the ship's certificates.

Article 14

Establishment of a departure authorization and an arrival declaration

1. For the professional pleasure yacht of article 3, par. 2, subpar. (a), it applies that:

a. For each full charter contract the master or the skipper:

aa. is obliged to submit the maritime documents and certificates, provided for the category of the ship, for inspection and visa to obtain a sailing permit, to submit a declaration of departure from and to the Port Authority of the port of ship delivery and redelivery, respectively, and

ab. is exempted from the obligation of paragraph (a) to the Port Authority of each intermediate port of call, without excluding the possibility of obtaining a departure permit and a declaration of departure, if requested, when the ports are within the Hellenic Territory.

b. In particular, professional pleasure yachts that are allowed to be chartered without an obligation to maintain an organization crew chart,:

ba. are exempted from the obligation to submit an entry inwards to the Port Authority of the ship's return port, when it is within the Hellenic Territory, without excluding the possibility of an entry inwards, if the master or skipper requests it, and

bb. the decision issued under the authorization of article 126, par. 2 of the Public Maritime Law Code may be applied, under the terms and conditions established therein.

c. Professional pleasure yachts, regardless of their place of delivery or re-delivery, since during the period of Full Charterparty Agreement performance, enter to or depart from the Hellenic Territory, are obliged, each time, to submit the maritime documents and certificates, being provided for regarding ship's category, to be checked and endorsed, in order to issue a departure permit, an entry inwards submission to the Port Authority of the first Greek port of call or to the Port Authority of the last port of departure, respectively.

d. Paragraphs (a) to (c) also apply during execution of the movements of articles 15 and 16.

2. For the professional pleasure yacht of article 3, par. 2, subpar. (b) and article 8, the following are applied:

a. For each full charter contract, the master or skipper is required to submit all the maritime documents and certificates, provided for regarding the ship's category, to be checked and endorsed, to issue a departure permit and ship's entry inwards from and to the Port Authority of each port of call within the Hellenic Territory. In particular, when the ship enters the Hellenic Territory from abroad, the entry inwards shall be submitted to the nearest port of call Port Authority.

b. The obligation of the subpar. (a), first point also applies during the execution of articles 15 and 16 movements. In particular, when the ship enters the Hellenic Territory from abroad, its entry inwards shall be submitted to ship's first Greek port of call Port Authority.

3. For each professional tourist day boats of article 10, the following are applied :

a. On each voyage, the master or skipper is obliged to submit the maritime documents and certificates, provided for regarding ship's category, to be checked and

endorsed and to issue a departure permit and ship's entry inwards from and to each port of call Port Authority.

b. Alternatively, the decision issued under the authorization of article 126, par 2. of Public Maritime Law Code, ratified by article Sole of the P.d 187/1973 may be applied, under the terms and conditions established therein

4. For private pleasure yachts flying the Greek flag or the flag of another EU or EEA member state, the following shall be applied:

a. As long as the voyage is carried out within Hellenic Territory, the master or skipper is exempted from the obligation to issue departure permission and an entry inwards from and to the Port Authorities of the voyage start, ending as well as each intermediate ports of call.

b. The master or skipper is obliged to submit an entry inwards or issue ship's departure permit from and to the Port Authority of the first Greek port of call or to the Port Authority of the last port of departure, respectively.

5. For private pleasure yachts under the flag or registry of a third country or special tax territory, of Annex II of Law 2859/2000 (OG 248 A'), the following are applied:

a. The master or skipper is obliged to issue a departure permit and an entry inwards from and to the Port Authorities voyage start, ending as well as each intermediate ports of call.

b. Upon entering the country and in order to carry out voyages within the Hellenic Territory, it is provided by the competent customs authority with a Transit Log, in accordance with customs legislation.

6. For the cases of paragraphs 1 to 5, for which issuing a departure permit license and submitting an entry inwards the following are applied:

a. the departure permission is issued within twenty-four (24) hours, before the start time of the voyage, and

b. the entry inwards is submitted within twenty-four (24) hours from the end of the voyage.

7. Irrespectively of whether or not there is an obligation to submit a ship's entry inwards and issue a departure permit, the master or skipper is neither released from the

obligations of submitting departure and entry inwards details ,nor submitting the ship's maritime documents to be checked and endorsed due to an extraordinary incident or complaint or other special reason, and nor compliance with the legislation on the control of persons when crossing the country's borders and port fees payment , other fees and rights related to the ship, as established by other provisions.

Article 15

Private/farm use

1. a. Professional pleasure yacht private/farm use of article 3 ,par 2, subpar (a) is allowed , provided that the required details have been submitted electronically to the competent authorities, through their entry/registration in the "e-charterparty agreement", in accordance with the procedures established in the joint decision of article 21, par 10,subpar (b) .

b. Professional pleasure yachts of article 3, par 2, subpar (b) and article 8, private/farm use is allowed, as long as the required elements thereof have been submitted electronically to the competent authorities, via/through their registration in "e – Charter Permission" according to the procedures established in the decision of article 21 , par 7, subpar (a).

2. Without prejudice to article 3, par 3, subpar (f), in the case where the ship-owner or ship operator is a natural person, ship's private/farm use is presumed, as long as he ,himself, second degree relatives and either spouses or cohabitants are onboard, within the meaning of Law 4356/2015 (OG 181 A'), thereof,. In case the ship-owner or ship operator is a legal entity, ship's Private /farm use is presumed, as long as the legal representative or any of the shareholders or legal entity corporate shares , Board of Directors members , or second degree relatives or either spouses or cohabitants are on board , within the meaning of Law 4356/2015 (A' 181), thereof.

3. The ships of paragraph 1, subpar (b) flying the flag of a third country registry or special tax territory, of the VAT Code, Appendix II (Law 2859/2000, OG 248 A'), during the period of private/farm use, are provided with a Transit Log by the competent customs authority.

4. During the period of a professional/commercial pleasure yacht private/farm use , in accordance with par. 1, no exemption from fuels and lubricants ship's supplies customs

duty, Excise Duty (Excise Tax) and Value Added Tax (VAT) is granted , in accordance with national and EU tax and customs legislation.

Article 16

Authorization of Professional pleasure yachts free passengers individual movements performance

1. During the time period where professional pleasure yachts, within the meaning of article 1, par (c), do not execute a full charter contract, in accordance with articles 3 or 8, or are not in private/farm use status, in accordance with article 15, may perform the following movements within the Hellenic Territory free of passengers and without losing their professional qualification, having the following purposes:

- a. the change of anchorage/berthing position, or
- b. shifting and probationary voyage execution, upon the provisions of the legislation of the concerned Port Authorities' orders, or
- c. the movement to and from a shipyard for the purpose of maintenance, repair and other related works execution or in case of shipbuilding, or
- d. departure from and entry into or docking at another port, for the start of a full charter contract execution and ship's return to the berthing position after its expiry, respectively, as long as these ports are located within the Hellenic Territory, or
- e. supplying ships and boats with fuel, water and supplies, or
- f. participation in a specific exhibition for maritime tourism promotion and development or
- g. the departure to or arrival at another port, for taking onboard the ship-owner or the ship operator in order to carry out ship's private/farm use and ship's return to its berthing position after its termination, respectively, as long as these ports are within the Hellenic Territory.

2. During the execution of the activities mentioned in par. 1 cases (d) and (f), fuels and lubricants - which the ships of par. 1 are supplied- are exempted from customs duty and Excise Duty (Excise Tax). The exemption from VAT is provided for to the extent stated in the Value Added Tax Code (law 2859/2000, OG 248 A') and the EU VAT legislation.

3. The electronic submission of the required data, to the competent authorities, through their registration in the "e - charterparty agreement" or in the "e – Charter Permission",

as the case may be, is prerequisite/required for the execution of the activities of par. 1, by professional pleasure vessels: (i) of the article 3, par. 2, case (a) and (ii) of the articles 3 and 8, par. 2 case (b) , in accordance with the decision of article 21,par. 10, subpar. (b), or paragraph 7, subpar (a), respectively.

Article 17

Pleasure yachts and tourist day boats insurance

1. A pleasure yacht or professional tourist day boat owner or operator, is required to have an insurance in force, in accordance with pars. 2 and 3, to cover the mentioned risks and claims that arise during sailing, docking and anchoring. One or more certificates in the Greek or English language, held on board the ship, prove the existence of the required insurance.
2. Pleasure yachts and professional tourist day boats with a total tonnage equal to or greater than 300 (gross tonnage/gt), are subject to the insurance regime of the P.D. 6/2012 (OG 7 A').
3. A mandatory insurance framework for pleasure yacht or professional tourist day boat of a gross tonnage less than 300 gt ,is defined/established, in order to cover minimum civil liability for bodily injury or death, material damage and marine pollution caused by impact, collision, wreck or any other cause constituting a marine accident, as follows:
 - a. For pleasure yachts, the following minimum coverage limits are applied , per assumed risk:
 - aa. Passengers and third parties civil liability for death or bodily injury: one hundred and fifty thousand (150.000) euro, per person and seven hundred thousand (700.000) euro, per incident and two million one hundred thousand (2,100,000) euro in total for the entire insurance period.
 - ab. civil liability for material damage to passengers and third parties: one hundred and fifty thousand (150,000) euro, per incident and four hundred and fifty thousand (450,000) euro in total for the entire insurance period,
 - ac. civil liability for causing marine pollution: one hundred and fifty thousand (150,000) euro, per incident and four hundred and fifty thousand (450,000) euro in total for the entire insurance period.

- b. For professional tourist day boats, the following minimum coverage limits are applied, per assumed risk:
 - ba. Civil liability for passengers and third parties death or bodily injury: one hundred and fifty thousand (150,000) euro, per person and one million five hundred thousand (1,500,000) euro, per incident and four million five hundred thousand (4,500,000) euro in total for the entire insurance period,
 - bb. civil liability for passengers and third parties property damage: one hundred and fifty thousand (150,000) euro, per incident and four hundred and fifty thousand (450,000) euro in total for the entire insurance period
 - bc. civil liability for causing marine pollution, one hundred and fifty thousand (150,000) euro, per incident and four hundred and fifty thousand (450,000) euro in total for the entire insurance period.
- 4. Professional tourist day boats with a permitted carrying capacity of more than twelve (12) passengers, which carry out international transport or are enlisted into "Category A" or "Category B" and carry out cabotage, in accordance with the provisions of the European Parliament Directive 2009/45/EC article 4 and of the Council, of May 6, 2009 (L 163), on passenger ships safety rules and standards which are subject to the liability, insurance and compensation regime provided for in the Regulation (EC) 392/2009 of the European Parliament and of the Council, of April 23, 2009, regarding the liability of carriers carrying out passenger transport by sea, in case of an accident (L 131) and Law 4195/2013 (OG 211 A').
- 5. The provisions of P.D. 237/1986 (OG 35 A'), article 4, par 2 are proportionally applied, for the purposes of this article.

CHAPTER SIXTH

DIGITAL TOOLS FOR PROFESSIONAL PLEASURE YACHTS

Article 18

Digital tools for Professional Pleasure Yachts

- 1. a. The Ministry of Maritime Affairs and Insular Policy establishes an electronic application entitled "e – Charter party" ("e – Charter party"), which, in accordance with article 22 of Law 4727/2020 (OG 184 A'), is operated through

Public Administration Unified Digital Portal (gov.gr - UDP) in connection with the "Ships' e - Register" and the other Public Revenue Independent Authority (A.A.D.E.) IT systems, for the purpose of establishing terms and conditions - so that the full charter or private/farm use or article 16 passengers' movements and their changes written contract details , performed by a professional pleasure yacht of article 3, paragraph 2, case (a) are electronically submitted to the competent Ministry of Maritime Affairs and Insular Policy and the Public Revenue Independent Authority (A.A.D.E).

b. Through the application of paragraph (a), it is possible to conclude charter party agreements electronically.

c. Any interoperability through online services of the "e – Charter party" ("e – Charter party") with public sector third parties systems, as defined in article 2, par. 57, Law 4727/2020, is carried out through the Interoperability Center of the General Secretariat of Public Administration Information Systems of the Ministry of Digital Governance, in accordance with article 84 of Law 4727/2020.

2. a. The Ministry of Maritime Affairs and Insular Policy establishes an electronic application entitled "e – Charter Permission", which, in accordance with the provisions of article 22 ,Law 4727/2020, is operated through Public Administration Unified Digital Portal of the (gov.gr - E.P.P.) in connection with the "Ships' e - Register ", if required, and the other Public Revenue Independent Authority (A.A.D.E.) IT systems , with the purpose of article 8, par. 1 license electronic issuance along with article 9, par 1, rendering and payment of Professional Pleasure Yachts Fees of Other Countries. In the same application, the required data of private/farm use of professional yachts under the provisions of articles 8 and 3, par. 2, subpar (b) respectively, or ships' free of passengers private movements execution data along with passengers' and their changes data - are entered .Certified and non-certified users of TAXIS net Integrated Information System have access to this application.

Any interoperability through "e- Charter permission" online Services with Public Sector third party agencies is carried out through General Secretariat

Interoperability Center of Ministry of Digital Governance Public Administration IT Systems , upon the provisions of article 84 , Law 4727/2020.

3. a. In the Ministry of Maritime Affairs and Insular Policy, a Digital Information and Service Portal (DIP) may be established for Part A ships, in accordance with the decision of article 21,par. 14 , which can be accessed through the Public Administration Digital Portal (gov.gr - DIP), in accordance with article 22 , Law 4727/2020.

b. The digital portal of subpar. (a) Interconnects all digital applications and information systems related to the ships of this law. Any interoperability of Digital Information and Service Portal (DIP) with Public Sector third party agencies is carried out through General Secretariat Interoperability Center of Ministry of Digital Governance Public Administration IT Systems , upon the provisions of article 84 , Law 4727/2020.

c. The digital portal of subpar (a) operates under the responsibility of the Ministry of Maritime Affairs and Insular Policy, General Secretariat of Ports, Port Policy and Maritime Investments and is under its exclusive Supervision. The Ministry of Maritime Affairs and Insular Policy may assign all or part of the technical implementation of this project to private individuals.

CHAPTER SEVENTH

SANCTIONS

Article 19

Penal/Criminal Sanctions

A master or skipper who: (a) draws up, falsifies or accepts fake, fictitious or inaccurate charters, or (b) draws up, subscribes to, accepts or registers electronically, where provided for, fake, fictitious or inaccurate passenger lists, shall be punished by a prison sentence of at least three (3) years.

Article 20

Administrative Sanctions

1. Without prejudice to par. 2 and regardless of whether there is criminal or disciplinary prosecution or sanctions for customs and tax legislation violation , for each violation of Part A and the regulatory acts issued under its authority, a fine of two thousand (2.000) to twenty five thousand (25,000) euro is imposed.
2. Paragraph 1 does not apply in the following cases:
 - a. In case of a late: (i)submission of a Greek flagged private pleasure yacht registration application in the Ships e-Register , or (ii) submission of an application for registration in Ships e-Register and Greek or foreign flagged professional pleasure yacht and professional tourist day boat supporting documents submission form ,an electronic receipt for late registration, in the amount of double than that it is defined in the decision of Article 21 , par. 2, for its registration in the Ships e-Register , shall be submitted to the competent authority, as the case may be.
 - b. In case of a late written application submission for ship's details change, already registered in the Ship e-Register, an electronic fee for late registration, equal to that defined in the decision of article 21, par.2, regarding the registration in Ships e-Register, is required.
 - c. In case of ascertaining, following a Port Authority or an Independent Authority of Public Revenue tax and customs agency or other control authority inspection , which informs the Port Authority, regarding the non-submission of an application for the registration of a ship in the Greek flagged private pleasure yacht Ships e-Register , within the deadline set in the decision of article 21,par. 2 , a fine, of three times the amount specified in the same decision for its registration in the Ships e-Register, is imposed.

- d. In case of ascertaining, following the inspection of Port Authority or Ministry of Maritime Affairs and Insular Policy other Agencies, Independent Authority of Public Revenue or Ministry of Finance, the failure to entry the change of ship's details, within the deadline set in the decision of article 21, par. 2, a fine, of two times the amount specified in the same decision for its registration in the Ships e-Register, is imposed.
- e. Regardless of whether there is criminal or disciplinary prosecution or sanctions for the violation of customs and tax laws, in case that a charter contract is found to be executed by a commercial pleasure yacht that does not reserve the right to operate, in accordance with the provisions of Article 3 or Article 8, or is qualified as private, a fine of twenty thousand (20,000) up to five hundred thousand (500,000) euro is imposed.
- f. Regardless of whether criminal or disciplinary prosecution, or sanctions, for any violation of article 10, the sanctions of the Code of Public Maritime Law article 157 or 45, as the case may be, shall be imposed.
- g. If a violation of the provisions of article 11 is established, competently, the following shall apply:
 - ga. Irrespectively of whether criminal or disciplinary proceedings or sanctions are involved, for any violation of article 11 that concerns registered seamen and ships with an obligation to keep an organization crew chart, the sanctions of the Code of Public Maritime Law, articles 157 or 45, as the case may be, having been ratified by the Legal decree 187/1973, article sole, are imposed.
 - gb. In case of a violation of article 11 concerning unregistered seafarers , the sanctions provided for by the existing labor and Insurance legislation shall be imposed.
- h. Irrespectively of whether criminal or disciplinary proceedings are involved, in case of non-compliance with the obligations of article

13, par 4, as well as article 14, par 4 and par 5, subpar (a), it is imposed on the Master or the Skipper, a fine of five hundred (500) euro. In particular, regarding articles 13 and 14 the following are applied :

ha Non-compliance with the obligation of article 14 , par 5 ,subpar (b) is characterized and punished as a customs violation and the procedure for imposing administrative sanctions is observed, according to the National Customs Code (law 2960/2001, OG 265 A'). In case of the previous subparagraph violation being established by an officer of the Coast Guard - Hellenic Coast Guard, the Customs Authority, in whose territorial jurisdiction the violation was committed, is informed.

i. For pleasure yachts and professional tourist day boats of article 17,par 3 , the following are applied:

la. In case of ascertaining the failure to comply with the obligation of a pleasure yacht or professional tourist day boat being equipped with the required insurance certificate, in accordance with article 17, par 1, a fine of fifty (50) euro is imposed. The ship-owner or the ship operator and the Master or the Skipper are jointly and severally liable for the payment of the fine.

lb. In case of ascertaining:

iba. Failure to comply with the obligation to insure a pleasure yacht or a professional tourist day boat, in accordance with article 17, paragraph 3, subpar. (a) or subpar. (b), respectively, a fine of one hundred and fifty (150) euro per meter of total length of the ship is imposed on the ship-owner or ship operator.

ibb. that a pleasure yacht or a professional tourist day boat, which does not have an insurance in force, executed a voyage, a fine of one hundred (100) euro per meter of the boat total length is imposed on the master or the skipper. In case the Master or the

skipper is at the same time the ship-owner or ship operator, then the fine of sub-par.iba is imposed.

Ic. The fines of par. (ia) and (ib) are imposed according to the procedure set in the Code of Public Maritime Law.

Id. For the ships referred to in article 17, par 2 and 4 of, it applies that, in case of a violation of the legislation mentioned in these paragraphs, the provided for sanctions are imposed, as the case may be.

If. In addition to the sanctions of pars (Ib) to (Id), the Port Authority which established the violation, imposes the measure of prohibiting the ship from sailing, until the insurance certificate is submitted to the Port Authority.

j. In case of failure of completing the days set in article 22, par.6, subpar (b), a fine of three hundred (300) euro is imposed- upon the competent Ministry of Maritime Affairs and Insular Policy decision - for every missing day, according to the provisions of article 22, par.6, case (c).

3. a. Unless otherwise provided for in par. 2, the personnel of the Coast Guard - Hellenic Coast Guard of the competent Port Authority, draw up a relevant report attesting the violation and the interested party is summoned to express his views, within a period of five (5) days, from the service of the relevant call to him.

b The fines are imposed by the Port or Consular Authority competent body substantiated decision , due to competence. The amount of the fines imposed depends, in particular, under the circumstances of the violation, the degree of its repetition, its severity and the damage caused to the state.

c In case of a repeat violation by recidivism, the limits of the fine are doubled. Recidivism means the commission of a new violation of Part A´ within one (1) year from the commission of the previous one.

d. In addition to the sanctions of par. 2, subpar (e) to guarantee/ensure the public interest, the Port Authority that establishes the violation imposes the measure of prohibiting the ship from sailing. The prohibition may be lifted only by paying the fine or only by submitting to the Port Authority a letter of guarantee in the amount of twice the imposed fine provided for in par. 2, point (b), issued by a credit institution that operates legally in a EU or the EEA member state and has this right.

e. With the exception of the sanctions imposed upon the provisions of subpar (a) to (d) and paragraph 2 subpar. (j), the amount of the imposed administrative fine is reduced by half, if the liable makes its payment within thirty (30) calendar days from the date of notification to him of the relevant decision to impose a fine and in any case before exercising a treatment or hierarchical request appeal against the decision. In case of payment of the fine according to the first paragraph, there is only the possibility of appeal before the administrative courts.

f. Fines are revenue of the State Budget and appear in the relevant Analytical Income Account (A.I.A.).

CHAPTER EIGHT

AUTHORISING AND TRANSITIONAL PROVISIONS

Article 21

Authorizing Provisions

1. a The decision of the Minister of Maritime Affairs and Insular Policy set the criteria, the special specifications of article 1, par. (e), the required supporting documents, the procedures for checking and examining the documentation and any other issue related to the qualification / classification of a professional or private pleasure yacht, as traditional. Until the issuance of the decision of the first paragraph, the decision No.

4200/08/20.1.2015 of the Minister of Maritime Affairs and the Aegean Sea (OG 92B') shall be applied.

b. The decision of the Minister of Maritime Affairs and Insular Policy set the criteria and the special specifications of article 1, paragraph (h), the control procedures and any other issue related to the qualification /classification of a professional pleasure yacht as a sailing vessel .Until the issuance of the decision of the first paragraph, the Decision No. 4113.147/30.4.2001 of the Minister of Maritime Affairs and Insular Policy (OG 615 B') shall be applied.

c. The decision of the Minister of Maritime Affairs and Insular Policy, issued after the Maritime Chamber of Greece consent, set any kind of certificates of competence for the pleasure yacht command for which there is no obligation to keep a crew organization chart, as well as any other issue related to the documentation, along with the qualifications of a native or foreign master or skipper. Until the issuance of the decision of the first paragraph, the decision No. 3342/02/21.1.2004 of the Minister of Maritime Affairs and Insular Policy (OG 478 B') is applied.

2. The maintenance and operation of article 2 pleasure yachts and tourist day boats electronic Register as well as the basic principles of its application are regulated and specified by the Joint Decision of the Ministers of Finance, Maritime Affairs and Insular Policy , Digital Governance upon the Independent Authority of Public Revenue Director/Manager/CEO recommendation , as follows:

The following are set/defined: (a) the conditions of operation and the access to the application, the public sector interoperability with systems of third parties , (b) the procedures for transmitting the required information for the application of the Register and the relevant approval services, (c) the procedures, the supporting documents, the deadlines as well as the persons liable for the submission of the article 2 , par. 3 ,data and their change, (d) the procedures for deactivating a registered ship and reactivating it, as well as any other matter related to the registration of a ship in the Register and the development of the application . Until the decision of the first paragraph is issued, the joint decision No. 1209/14.11.2018 of the Ministers of Finance, Maritime Affairs and Insular Policy (OG 5092 B') shall be applied.

3. The decision of the Minister of Maritime Affairs and Insular Policy set the conditions for the issuance, the model of the type and the indicated fields and details of article 2, paragraph 3 , subpar (a) on Foreign Commercial Pleasure Yacht Certificate of Inspection (F.C.P.Y.C.I.) as well as any other relevant issue/matter. Until the decision of the first paragraph issuance, the decision of the Minister of Maritime Affairs and Insular Policy (OG 883B') No. 3133.1 -2/17721/ 14.3.2018 on ship's departure shall be applied.

4. The Joint decision of Ministers of Maritime Affairs and Insular policy, Finances and Tourism and upon the recommendation of the Independent Authority of Public Revenue Director/Manager/CEO governs/regulates any issue related to pleasure yacht's leasing/charter of article 3, par. 6, not departing .

5. The Minister of Maritime Affairs and Insular Policy decision set the type, data, validity and every detail related to the Special Information Form for Commercial/Professional Pleasure Yachts (S.I.F.C.P.Y.) of article 4,par. 2 .
Until the issuance of the decision of the first par., the Minister of Maritime Affairs and Insular Policy decision No. 3342/03/16.7.2003 (OG 1111 B) is applied.

6. The joint decision of the Ministers of Finance and Maritime Affairs and Insular Policy specifies the way to determine the termination of the professional activity of a professional pleasure yacht, which does not fulfill the obligation to perform the minimum number of charter days, as well as any other necessary issue/matter related to the act of article 7, par. 1. Until the issuance of the decision of the first par, of the Deputy Minister of Finance, Infrastructure, Maritime Affairs and Tourism decision No. 3133.1/01/4.5.2015 is applied.

7. a. By a joint decision of the Ministers of Maritime Affairs and Insular Policy, Finances, Digital Governance, upon the Independent Authority of Public Revenue Director/Manager/CEO recommendation, the following are defined: (i) the terms of operation and access to the "e-Charter Permission" electronic application, the public sector interoperability with third-party systems , (ii) the terms, conditions and procedures: for the issuance - interruption - cancellation - modification - extension of the license of article 8 or for the registration of the ship's private/farm use or of the execution of article 8 acts ,of the passengers, of the ships of article 3 and article 8,paragraph 3 ,subpar (b) , (iii) the way, the procedure and the time of the payment of the fee for Professional

Pleasure Yacht according to the Legislation of Other Foreign Countries , (iv) the persons liable for the registration of the required data/details and the competent services for checking the registered data and approving the license, (v) the model of the license in the Greek and English languages and the way of calculating its duration, (vi) the time of keeping the registered data, the processing and ensuring the protection of personal data and any other issue, necessary for the operation and development of the electronic application of article 8, paragraph 2, subpar (b), in conjunction with article 18, paragraph 2 .

b. By a joint decision of the Ministers of Maritime Affairs and Insular Policy and Finance, the values of parameters "B" and "o.h." of the formula of setting the fee for Professional Pleasure Yacht according to the Legislation of Other Foreign Countries of article 9, par. 2, subpar (b) and (c) may be modified.

c. By a joint decision of the Ministers of Maritime Affairs and Insular Policy and Finance, which is issued within the month of January of each year, the following are laid down:

(a) the maximum duration of the "Permit to charter a commercial pleasure yacht of article 8, par 1, subpar (c) of a certain capacity recognized under the law of another country" and (b) the value of parameter "m" of the formula of setting the fee for Professional Pleasure Yacht according to the Legislation of Other Foreign Countries of article 9, par. 2, subpar (c), which is valid since January 1st of the same year.

d. By a joint decision of the Minister of Finance and the Independent Authority of Public Revenue Director/Manager/CEO more specific terms and conditions may be defined for the observance of the obligations of the ships of article 8, towards the Independent Authority of Public Revenue.

8. a. By a decision of the Minister of Maritime Affairs and Insular Policy, the issuing of tickets of article 10, par. 2 can be electronically regulated .

b. The decision of the Minister of Maritime Affairs and Insular Policy, determines /sets the terms and conditions for the accessibility of professional tourist day boats to people with disabilities, the relevant crew training and any other relevant issue.

9. a. By a decision of the Minister of Maritime Affairs and Insular Policy, the pleasure yacht organization crew chart , for which there is an obligation to keep/observe an organization crew chart, is set/determined, in accordance with article 11.

Until the issuance of the decision of the first paragraph, the decision No. 3511.1/17/17.11.2014 of the Minister of Maritime Affairs and Insular Policy and the Aegean Sea (OG 3088 B') is applied.

b. The decision of the Minister of Maritime Affairs and Insular Policy lays down/sets the organization crew chart of the professional pleasure yachts of article 11,par. 2 , when they perform voyages free of passengers within the Hellenic Territory.

10. a. A joint decision of the Ministers of Maritime Affairs and Insular Policy and Finance, issued upon the Maritime Chamber of Greece recommendation , sets/lays down , in Greek and English language, (i) the model of the article 12 charter agreement , concerning the ships of article 3, par. 2, subpar (a) (ii) its basic terms and any other necessary details. Until the issuance of the decision of the first paragraph, the decision of the Minister of Maritime Affairs and Insular Policy (OG 364 B') No. 3133.1/10229/4.2.2016 shall be applied.

b. By a joint decision of the Ministers of Maritime Affairs and Insular Policy , Finance, Digital Governance, and upon the Independent Authority of Public Revenue Director/Manager/CEO recommendation :

ba. The following are laid down : (i) the terms of operation and access to the electronic application "e – Charter party" ("e – Charter party"), the public sector interoperability with systems of third parties, (ii) the procedures and the persons liable for the registration and acceptance of the required data/details of the charter party or of the ship private/farm use or the execution of the movements of article 16, as well as of the passengers, of a professional pleasure yacht of article 3,par. 3,subpar (a) , the method of calculating the total of hours of charter, (iii) the model of passengers list in Greek and English language, (iv) the time of keeping the registered data, the processing and ensuring personal data protection and any other issue necessary for the operation and development of the electronic application of article 18,par 1,subpar.(a),

bb. the terms, conditions and any other necessary details for the implementation of the conclusion of a full charter contract for a professional/commercial pleasure yacht can be determined digitally.

11. By a decision of the Minister of Maritime Affairs and Insular Policy, the permitted percentages of final disembarkation of passengers of article 13, par 2, subpar (b) may be changed.

12. a. By a joint decision of the Ministers of Maritime Affairs and Insular Policy and Digital Governance, the terms and conditions for issuing electronically a sailing license and declaration of berthing in accordance with article 14, and any other relevant matter, are determined.

b. By a similar decision, the procedures for: (i) the approval of a berthing position, and (ii) the fees payment, in a digital way, for the ships that fall under the scope of this law may be determined.

13. By a decision of the Minister of Maritime Affairs and Insular Policy, the amount of the insurance sums of article 17 ,par. 3 may be adjusted, the insurance sums may be laid down according to the ship's carrying capacity and any other necessary issue related to the pleasure yachts and professional tourist day boats insurance may be regulated .

14. By a joint decision of the Ministers of Maritime Affairs and Insular Policy and Digital Governance, the following are laid down: (a) the method of financing the establishment and operation of the Digital Information and Service Portal of article 18,par 3 , (b) the data/details that is registered, (c) the time of their submission, the responsibilities of the obliges, (d) the terms and conditions, and (e) any technical or other detail related to the electronic interconnection and interoperability of the systems of the entities involved and its general operation.

15. By a joint decision of the Ministers of Finance and Maritime Affairs and Insular Policy, the limits of the fines of article 20 may be modified.

Article 22

Transitional Provisions

1. a. Licenses of Law 2743/1999 (OG 211 A') or temporary licenses of article 15,par. 8 , Law 4256/2014 (OG 92 A') are still in force, as long as the professional pleasure yachts

involved/in question have been registered on time - upon the provisions of article 15, par. 1, subpar.(b), law 4256/2014, in conjunction with article 72,par. 1 , law 4676/2020 (OG 67A'), - in the Ships' e-Register , according to the joint decision of article 21,par. 2 . The license shall be kept on board and displayed to any demand of the competent authorities.

b. The late application for registration in the Ships' e-Register of par (a) entails the automatic termination of the license validity. The date of expiry of the license is defined as the day after the date of its issuance or its last endorsement.

2. a. In order for a ship of the par. (1), subpar. (a) to be registered in the Ships' e-Register is the execution of a minimum number of charter days, within the intervening time period:

aa. from the date of the last endorsement or license issued by Law 2743/1999, or

ab. from the date of the temporary license of Law 4256/2014 issuance , until the date of submission of the registration application.

b. As a basis for calculating the days of subpar (a), the minimum number of days of the temporary license of article 4, par 1, subpar. (a), of Law 4256 /2014 is set /defined, in reduction to the time period of subpar. aa' or the subpar. ab', respectively, taking into account the obligation or non-observance of an organization crew chart before the entry into force of article 11.

c. If there is some missing days during the calculation of subpar (b), the following are applied:

ca. for a professional/commercial pleasure yacht having been issued a license of Law 2743/1999, it is allowed for the deficit to be supplemented by a surplus of the previous five years since the last inspection,

cb. for a professional/commercial pleasure yacht having been issued a license of Law 2743/1999 and there is a deficit of days that is not supplemented/completed in accordance with the subsection ca', or a temporary license of Law 4256/2014 has been issued , the following per missing day in favor of the State is paid, with an electronic receipt, : (i) an amount equal to two hundred (200) euro for the ships for which the obligation to observe an organization crew chart as it was in force before the article 11 hereof and (ii) one hundred (100) euro for ships that did not have the obligation to keep/maintain an organization crew chart, as it is applied before the entry into force of

article 11 or are qualified as traditional . The proof of payment of the corresponding amount shall be submitted to the competent agency/body of the Ministry of Maritime Affairs and Insular Policy within a period of six (6) months since the written notification to the ship owner or ship - operator concerning the number of missing charter days.

cc. The non-compliance with the deadline of sub cb' entails the ipso jure termination of the validity of the license.

d As a basis for calculating the charter days:

(i) of the surplus of sub.ca, (ii) for the issuance of the act of par. 5 and (iii) for the issuance of the act of ipso jure or voluntary suspension of the validity of the license of Law 2743/1999, the three hundred (300) or the two hundred (200) or the seventy-five (75) days are taken into account for every five years , regarding the ships of article 4,par. 1,subpar. (a), cases aa' or ab' or ad' , respectively. In the case where the license of Law 2743/1999 was valid for a period other than five years, the minimum number of days' charter fee is calculated accordingly.

e. The entry of ships of par. (a) in the Ships' e-Register entails the abolition of their issued license . For the abolition of the first paragraph and until the Ships' e-Register is fully operational, an act is issued once by the competent agency/body of the Ministry of Maritime Affairs and Insular Policy, which sets the date of ship's entry/registration in the Ship's e-Register . The license abolition date is set /defined as the date of ship's entry/registration in Ships' e – Register

3. a. For professional/commercial pleasure yachts which, during the entry into force of Law 4256/2014, were under confiscation status and had a license of Law 2743/1999 in force and for which an application has been filed, within the deadline, for their registration in the Ships' e- Register, according to par. 1, subpar. (a) , the obligation to complete a minimum number of charter days is suspended, for a period of time equal to that of the validity of the measure prohibiting the ship from sailing, which was imposed as a result of the confiscation.

b. For the entry/registration of a ship of subpar. (a) in the Ships' e-Register , the charter days that took place within the period of time between the date of the last endorsement or the issuance of the license of Law 2743/1999 until the date of the enforcement of the measure of the subpar (a). As a basis for the calculation of the days, the minimum

number of days of par. 2, subpar. (b) is set, with reference to the time period of the first paragraph hereof.

If there is a deficit during the calculation of the days, what is defined in par. 2, subpar (c) shall be proportionally applied.

c. Upon completion of its entry/registration, the ship is registered in the Ship's e-Register in a state of "under confiscation/seizure" and the administrative act of par. 2, subpar (e) is issued, with reference to the state of the ship.

The time period for completing the minimum number of charter days of article 4 begins from the date of lifting the imposition of the measure of paragraph (a) hereof.

4. a. In the case of voluntary or ipso jure termination of the validity of the professional/commercial pleasure yacht license, having been issued in accordance with Law 2743/1999 or Article 15, par. 8, Law 4256/2014, the following, as this results from the application of the VAT Code (Law 2859/2000, OG 248 A') and the national and EU customs legislation, are due and attributed to the competent customs and tax services of the Independent Authority of Public Revenue:

(a) the corresponding Value Added Tax (VAT), for the import or acquisition of the ship and
(b) the corresponding duties and charges, the VAT, the Excise Tax (E. F.K.) or the consumption tax on fuel, lubricants and other goods, as well as the other collected charges for which the ship was exempted. The obligation of the first paragraph does not cover the case of abolition/cancellation of the license issued, due to the registration of the ship in the Ships' e-Register.

b. For this purpose, an act of the competent body of the Ministry of Maritime Affairs and Insular Policy is issued against the ship-owner or ship operator, which specifies the voluntary or ipso jure suspension of the license of a professional /commercial pleasure yacht, which is notified to the competent customs and tax services of Independent Authority of Public Revenue, within fifteen (15) days for the assessment/confirmation and the collection of the pecuniary charges.

c. In order for the date of paragraph (b) to be laid down, they apply :

ca. the provisions of the decision of the Minister of Mercantile Marine, for licenses of Law 2743/1999 No. 3342/01/2004/21.1.2004 (OG 478 B') and

cb. the decision of article 21, par. 6, for temporary licenses of Law 4256/2014.

The Article 7 is applied to set/determine the taxable value for the imposition of VAT, the VAT rate which is taken into account for the attestation and collection thereof. The first paragraph of this article includes the cases for which, during the entry into force of this article, the act of paragraph (b) has been issued.

5. a. The deadline of article 15, par 4, subpar (b), Law 4256/2014, regarding an application to amend the act of paragraph 4 and subpar (a) which has been submitted until the entry into force of this Part, is expired six (6) months after its start date.

b. Acts for voluntary suspension or determination of an ipso jure suspension being issued in accordance with this article, may be modified, upon newer details that will be provided, upon application by the interested party to the competent Directorate of the Ministry of Maritime Affairs and Insular Policy, within a period of six (6) months, from the issuance and notification of the act to the interested party and to the competent customs and tax services of Independent Authority of Public Revenue.

6. Regarding the ships for which the procedure for their registration in the Ships' e-Register has been carried out within the deadline, in accordance with par. 1 and whose registration has not been completed, the following shall be applied:

a. As long as the registration is completed by the 31st of December 2023 (31.12.2023), they are not subjected to the obligation to complete the minimum charter days, in accordance with article 4, for the period elapses between the date of the application and of the required supporting documents submission as well as its registration, or

b. As long as the registration is completed from the first of January 2024 (01-01-2024) and then, it is required to have performed the minimum charter days per complete calendar year starting from the first of January 2023 (1.1.2023). The days of the first paragraph are defined as follows:

ba. thirty-five (35) days, as long as there is no obligation to maintain an organization crew chart, in accordance with article 11, or

bb. twenty-five (25) days, as long as there is an obligation to maintain an organization crew chart, in accordance with article 11,

bc. fifteen (15) days for the wooden ships of article 1, paragraph 1, subparagraph (f), regardless of whether there is an obligation to maintain an organization crew chart, in accordance with article 11 and

bd. ten (10) days when it comes to ships qualified as traditional, based on article 1, paragraph 1, subparagraph (e), regardless of whether there is an obligation to maintain an organization crew chart, according to article 11.

c. Within a period of thirty (30) calendar days from the notification of the act of paragraph 2, subparagraph (e), the interested party is obliged to submit to the competent body of the Ministry of Maritime Affairs and Insular Policy a copy of the Special Information Form of the Professional Pleasure Yacht, which is a presumption that the charter days of paragraph (b) hereof have been carried out. In case of non-completion of the days of subparagraph (b), the sanctions of article 20, paragraph 2, subparagraph (j) are imposed. In case that the deadline of the present subparagraph has not been fulfilled, it is considered that the days of the subparagraph (b) cases ba' to and bd' have not been completed.

7. Until the integration of the procedures of article 3, paragraph 6 in the productive operation of the e-Ship Register, the charter status or the charter cancellation of a pleasure yacht which does not sail shall be declared: (i) to the competent Port Authority, for the professional pleasure yacht of paragraph 2, subparagraph (a) or for private Greek flagged pleasure yacht registered in the e-Ship Register, and (ii) to the Ministry of Maritime Affairs and Insular Policy competent body, as long as they are professional foreign flagged pleasure yachts of paragraph 2, subparagraph (a).

8. Until the integration of the procedures of article 3, paragraph 6 in the productive operation of the e-Ship Register, the charter status or the charter cancellation of a pleasure yacht which does not sail shall be declared to the competent Ministry of Maritime Affairs and Insular Policy body. Likewise, upon request of the ship-owner or the ship operator, a certificate of the suspension period is issued.

9. a. Until the obligations to maintain an organization crew chart enter into force upon the provisions of article 3, paragraph 2 subparagraph (a) the following shall be applied:

a. the ships of article 3, paragraph 2, subparagraph (a) of total length up to 24 meters are not obliged to maintain an organization crew chart, and

b. the ships of article 3, par.2, sub-paragraph (a) of total length over 24 meters , of twenty five (25) up to forty nine (49) passengers carrying capacity, performing a contract up to a twenty four hour chartering without an overnight accommodation shall be under the provisions of the decision of article 21, par. 9 , sub-par. (a) .

b. Until the issuance of the decision of article 21, par. 9 , subpar. (b) the provisions of article 8, par.2 of law 2743/1999 (OG A211) shall be applied.

10. Article 13 of Law 4256/2014 are still applied for the imposition of sanctions for violations of Articles 1 to 15 of Law 4256/2014 that occurred before their repeal, in accordance with article 86, par. 1 subpar. (a)

11. Until the entry into force of article 17, according to article 136 paragraph 1, sub paragraph (c) , the provisions of article 14, paragraph 4 of Law 4256/2014 are still applied.

12. Until the issuance of the decision of article 21, paragraph 9, subparagraph (b) the provisions of article 8, paragraph 2 of Law 2743/1999 (A' 211) shall be applied.

13. a. Until the issuance of the decision of article 21,paragraph 10,subparagraph (b) and the commencement of the productive operation of the electronic application "e - Charter party" ("e - Charter party"), and by way of derogation from articles 12, 13, of article 15,par. 1,subpara. (a) and article 16, par. 3 , for the professional pleasure yachts of article 3,par. 2,subpar. (a), the following shall be applied:

aa. Copies of the paper charter contract and the updated list of passengers are submitted for approval, before sailing from the port of departure, to the competent Port Authority,

ab. the required details of the charter contract are entered in the Professional Boats/Vessels Details Form,

ac. the copies of sub. aa' are countersigned by the master or skipper, who confirms the date and time of countersigning, shall be on board and be shown after any relevant request of the competent authorities,

ad. if during the charter there is any change concerning the passengers, in accordance with what is defined in Part A', the master or skipper is obliged to make a relevant signed note in the passenger list,

ae. a copy of the charter contract/agreement is submitted by the charterer to the competent tax and customs services of the Independent Public Revenue Authority,

af. under the responsibility of the ship owner or ship operator, a record of charter agreements and passenger statements is kept for a period of fifteen (15) years from the expiration of the charter agreement and is available to the competent audit services of the Independent Public Revenue Authority and the Ministry of Maritime Affairs and Insular Policy,

ag. the private use of a ship or the performance of the individual movements of a ship free of passengers referred to in article 16, paragraph 1 shall be declared by the liable ship-owner or the ship operator to the competent Port Authority, in the context of the procedure for granting a sailing license and declaration of berthing, in accordance with article 14 and its details are entered in the Professional Vessels Details Form.

b. The obligations of paragraph (a) are still applied to commercial pleasure yachts, whose registration list in the Ship e-Register has not been validated, even after the issuance of the decision of article 21, paragraph 10, subparagraph (b) and the commencement of the productive operation of the electronic application "e-Charter party" ("e-Charter party"), by way of derogation of articles 12, 13, subpar (a) of article 15, paragraph 1 and article 16 ,paragraph 3 .

c. Until the determination of the terms and conditions of article 21, paragraph 10, subparagraph (b), point bb', it is not allowed to conclude a charter contract/agreement in a digital way.

14. Until the issuance of the decision of article 21, paragraph 7 ,subparagraph (a) and the commencement of the productive operation of the "e-Charter Permission" electronic application, and by way of derogation from articles 12 and 13, for professional pleasure yachts of article 3, paragraph 3, subparagraph (b) , the following shall be applied:

a. The right of pleasure yachts regardless of their flag while having been qualified as professional upon the provisions of the law of the flag state they fly , is governed by the terms and conditions of article 3, excluding the obligation to pay the fee of article 9, paragraph 2, subpar. c,

b. for the professional pleasure yachts of article 3, paragraph 2, subparagraph (b) and by way of derogation:

ba. from article 15, paragraph 1, subparagraph (b) and article 16, paragraph 3, the private use of a ship or the performance of the individual movements of a ship free of passengers of article 16, par. 1 is declared by the liable ship owner or ship operator to the competent relevant Port Authority, in the context of the procedure for granting a sailing permission and arrival declaration, in accordance with the provisions of article 14, and

bb. from the articles 12 and 13 , the ship shall be equipped with :

- (i) a charter contract copy, and
- (ii) a written passengers' list, which is kept signed and certified concerning the date and time of its signature, and updated by the master or skipper, being submitted, without obligation to be endorsed and for endorsement, respectively, to the competent Port Authority, during the process of issuing a sailing permission and an arrival declaration, in accordance with the provisions of article 14.

bc. The paper charter contract along with the passengers' list shall be on board and be shown after any relevant request of the competent authorities.

PART B
INSTITUTIONAL FRAMEWORK OF MARITIME COMPANIES FOR PLEASURE YACHTS
CHAPTER A'
MARITIME COMPANIES FOR PLEASURE YACHTS
CHAPTER FIRST
ESTABLISHMENT - CAPITAL – SHARES

Article 23

Meaning and purpose of MARITIME COMPANIES FOR PLEASURE YACHTS

1. Maritime Company for Pleasure Yachts (M.C.P.Y /N.E.P.A.) is the limited liability company/capital company with legal personality/entity, for the debts of which it is solely responsible with its property and which is considered professional/commercial, with the sole purpose the ownership, the operation or management of Greek-flagged pleasure vessels that are qualified/classified as commercial according to Part A'. The establishment of companies of another legal form, in accordance with the applicable provisions with the same object of activity, is not excluded.
2. A Maritime Company for Pleasure Yachts M.C.P.Y/N.E.P.A. can participate in other Maritime Companies for Pleasure Yachts M.C.P.Y /N.E.P.A.

Article 24

Establishment of Maritime Company for Pleasure Yachts

1. A Maritime Company for Pleasure Yachts is established by one or more persons, the founders. The articles of association provided for in paragraph 3 hereof are signed by all founders, as stipulated in article 59, paragraph 3.
2. Maritime Company for Pleasure Yachts may become a sole proprietor/single – member company.

3. The contract by which a Maritime Company for Pleasure Yachts is established , constituted its statute, drawn up in writing or digitally by at least one establisher/founder and in accordance with par. 1, entered signed in the Maritime Company for Pleasure Yachts Registry, in accordance with what is defined in articles 58 to 61. The statute of Maritime Company for Pleasure Yachts and its amendments, as long as they are private documents, along with the decisions of the General Assembly and the Administrative Board Council and their minutes may be drawn up, apart from Greek language, in one of the other official languages of the European Union. In the relations between the company and the partners with third parties, the text in Greek language shall prevail. Until the issuance of the decision provided for in article 70, paragraph 1, the above shall be drawn up exclusively in the Greek language.

4. The Maritime Company for Pleasure Yachts becomes a legal entity from the date of the registration of its incorporation articles in the Maritime Company for Pleasure Yachts Registry.

Article 25

Content of the statute

1. The following details are stated in the statute:

- a. the name and objective/purpose of the company,
- b. the headquarters of the company,
- c. the amount of the company capital, the method of its payment and the shares of the company,
- d. the responsibilities and the board of directors and the general meeting of shareholders convening procedures
- e. the rights of shareholders,
- f. the procedures for the dissolution and liquidation of the company's property.

2. The members of the first board of directors of the Maritime Company for Pleasure Yachts M.C.P.Y /N.E.P.A. are defined in the statute.

3. In the statute of the Maritime Company for Pleasure Yachts M.C.P.Y/ N.E.P.A. the individual details of the natural or legal persons who sign the company's articles of

association or in the name and on whose behalf the articles of association are signed, are defined. The individual details of the natural persons are at least the first name, surname, father's name, identity or passport number, nationality and VAT identification number. The details of legal entities are at least the name, the headquarters, the VAT identification number and the individual details of the legal representative.

Article 26

Name of Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A).

1. The name of Maritime Company for Pleasure Yachts (N.E.P.A)) includes the words "MARITIME COMPANY FOR PLEASURE YACHTS" or the abbreviation/ initials "M.C.P.Y/N.E.P.A.". For the company's international transactions the name may be printed in Latin characters and accompanied by the words "MARITIME COMPANY FOR PLEASURE YACHTS" or the abbreviation/initials "M.C.P.Y.".
2. The name of Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) is written with capital letters, either of the names of one or more founders or shareholders, or of the object of the activity carried out, or of other verbal indications. The name may be fictitious or include an email address or other indication directly and permanently associated with the company.
3. The name of Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A) is excluded in case it is confused with another Maritime Company for Pleasure Yachts M.C.P.Y/N.E.P.A., Company for Private Pleasure Yachts (C.P.P.Y) or other company registered in the General Commercial Registry.
4. Company name may be written /imprinted entirely in Latin characters.

Article 27

Headquarters of Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A).

1. The M.C.P.Y/N.E.P.A. has its headquarters in the local Authority of first level which is located in Greece and the address mentioned in its articles of association.
2. The address of par. 1 contains as a minimum, number, postal code and the local authority of first level.

Article 28

Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A) forms

Each form of the company shall contain at least its name, registered office and registration number.

Article 29

Duration of the Maritime Company for Pleasure Yachts.

1. Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) has duration of a certain time specified in the statute. In case no specific duration is defined in the articles of association, the duration of the Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A. is thirty (30) years.
2. The duration of a certain time can be extended by a decision of the general meeting of shareholders taken with an increased quorum and majority. If no specific extension time is specified in this decision, the duration of the Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) becomes indefinite.
3. By decision of the general meeting of shareholders taken with an increased quorum and majority, the duration of the Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A. can be converted from definite to indefinite time of duration and vice versa.

Article 30

Actions during the establishment stage - Liability of establishers

1. Persons who have acted in the name of the newly established Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A) are liable for these acts unlimitedly and jointly. The company is the only responsible for the actions taken in its name during the establishment stage if, within three (3) months of its establishment, it assumed the responsibilities arising from these actions.
2. The establishers are responsible for the restoration of the damage suffered the company or bona fide third parties, shareholders or not, from the omission of a mandatory provision of the articles of association or inaccurate information given during the registration of the capital or being included in the articles of association, from the failure to keep the provisions concerning the assessment and payment of

the contributions, as well as from the declaration of the company's nullity, if they knew or should have known of the relevant misdemeanors. The present compensation claim is time-barred after five (5) years having passed from the establishment of the Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.)

Article 31

Render a Maritime Company for Pleasure Yachts Void

1. A Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) is rendered void by court order only if:
 - a. the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) and its statutes do not meet the conditions of articles 23, 24, 25, 26, 27 and 32.
 - b. The sole establisher/founder or all the establishers / founders did not have the capacity of any legal act at the time of signing the partnership agreement.
2. The action is brought by any person who has a legal interest and is addressed against the company. The decision of the court renders the company void and appoints the liquidators of the Maritime Company for Pleasure Yachts.
3. The court decision rendering the company void is opposed /objected to the third parties. A third-party appeal can be filed within a period of one (1) month from the submission of the decision to the public.
4. The voidance by itself does not affect the validity of Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) obligations or claims, without prejudice to the results of its liquidation status.
5. The shareholders of the invalid Maritime Companies for Pleasure Yachts are obliged to pay the capital they covered and have not yet paid, up to the amount that is necessary to fulfill the purpose of the liquidation.
6. The action for rendering the company void is brought within one (1) year from the establishment of the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.).
7. The grounds for voidance/invalidity of paragraph 1, subparagraph (a) are being remedied if- until the submission of the proposals of article 237, paragraph 1 of the

Code of Civil Procedure- the statute is amended so that the grounds of voidance/ invalidity referred to in the action are not applied .

The court hearing an action for rendering the Maritime Company for Pleasure Yachts (M.C.P.Y / N.E.P.A.) void may grant the company a reasonable deadline, no longer than three (3) months, in order to take the decision to amend the articles of association and submit it to the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) Registry. This deadline can be extended by the court for one (1) more month. During the intervening period, the court can order protective measures.

6. The action for rendering the company void is brought within one (1) year from the establishment of the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.).

7. The grounds for voidance/invalidity of paragraph 1, subparagraph (a) are being remedied if- until the submission of the proposals of article 237, paragraph 1 of the Code of Civil Procedure- the statute is amended so that the grounds of invalidity referred to in the action are not applied.

The court hearing an action for rendering the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) void may grant the company a reasonable deadline, no longer than three (3) months, in order to take the decision to amend the articles of association and submit it to the Maritime Company for Pleasure Yachts (M.C.P.Y/ N.E.P.A.) Registry. This deadline can be extended by the court for one (1) more month. During the intervening period, the court can order protective measures.

Article 32

Chapter of N.E.P.A.

1. The share capital of Maritime Company for Pleasure Yachts is in euro.
2. As a minimum corporate capital for the establishment of Maritime Company for Pleasure Yachts the amount of ten thousand (10,000) euro is defined, which is paid in full within two (2) months from the establishment of Maritime Company for Pleasure Yachts.
3. The chapter of Maritime Company for Pleasure Yachts is covered by an undertaking to pay it. The payment of capital is in cash.

4. The initial capital of Maritime Company for Pleasure Yachts is covered, according to its statutes, by one or more founders and is paid within two (2) months from the establishment of Maritime Company for Pleasure Yachts, in its entirety. In the event of an increase in the capital, it is covered in its entirety by shareholders or third parties, in accordance with the law, and is paid to the fund of Maritime Company for Pleasure Yachts.

5. The payment in cash of the initial capital or its increases, as well as the shareholders' deposits for the future increase of the capital, shall be made by depositing in a special company's account kept in a credit institution that operates legally in Greece, the EU, or in a country of the European Economic Area (EEA), presenting the relevant document to the Maritime Company for Pleasure Yachts Registry. Failure to pay into an account does not induce invalidity; if it is proved that the relevant amount was spent for the goals/purposes of the company, provided that this has been specifically provided for in the articles of association.

Article 33

Shares of Maritime Company for Pleasure Yachts.

1. The shares of Maritime Company for Pleasure Yachts are only nominal and incorporated into a title of one or more shares.
2. The nominal value of each share cannot be set lower than one (1) euro.
3. The rights of the shareholder arising from the share are proportional to the percentage of the capital represented by the share.
4. The transfer of the registered shares is done by registration in the book of shareholders. This entry is dated and signed by the owner and by the one to whom the share is transferred.

After the transfer of each registered share, a new title is issued or a note is made by the company on the title existing for the transfer made.

The note includes the names and addresses of the person transferring the share and the person to whom it is transferred. For the company, a shareholder is considered to be the one written in the shareholders book.

5. It is allowed by the articles of association to impose restrictions on the transfer of shares. In this case, the relevant provision of the articles of association is written on the title of the share.

Article 34

Rights on shares of Maritime Company for Pleasure Yachts - Share holdings by foreigners - non-EU, EEA members

1. Citizens or legal entities of states that are not members of the European Union or that do not belong to the European Economic Area are allowed to acquire rights in rem over Maritime Company for Pleasure Yachts shares, as long as this is not prohibited by the articles of association.

2. The share holdings due to death, due to parental provision or forced execution are excluded from the prohibition of par. 1. The pledge on Maritime Company for Pleasure Yachts shares is also excluded to ensure claims against the company or other natural or legal persons.

Article 35

Increase in corporate capital of Maritime Company for Pleasure Yachts.

1. It is allowed to stipulate in the articles of association that the Board of Directors or the general assembly can decide to increase the company's capital up to the total amount defined/stated in the articles of association, by issuing new shares. The articles of association define the terms and conditions of the increase of the corporate capital. The increases of the capital pursuant to this do not constitute an amendment of the articles of association. The payment of the amount of the capital increase is in cash.

2. In any case of capital increase, a right of preference to the entire new capital is granted to the shareholders of the company existing at the time of the increase, depending on their participation in the company capital. If a shareholder does not exercise the right of preference within the period defined in the articles of association, which cannot be longer than three (3) months or declares that he is not going to exercise it, the shares that have not been taken up are allocated to the

shareholders who exercised the right of preference in proportion to their participation in the company capital.

Undrawn balance is freely available by the company's Board of Directors.

3. The deadline for payment of the capital increase is set by the body that took the relevant decision and cannot be less than fourteen (14) days nor more than four (4) months from the day this decision was entered in the Registry of the Maritime Company for Pleasure Yachts.

Article 36

Reduction of the Maritime Company for Pleasure Yachts corporate capital

1. The general meeting is allowed to decide to reduce the company capital up to the minimum company capital, as defined in article 32, paragraph 2 and article 49 , paragraph 2 , subparagraph (g), either by reducing the initial number of shares , or by reducing their nominal value.

2. The reductions of the corporate capital herein do not constitute an amendment to the articles of association.

3. The summary of this decision published at least two (2) times in a newspaper of pan-Hellenic circulation newspapers with the relevant sheets attached is submitted along with the minutes of the general meeting announcing the reduction of the company capital,

4. The reduction of the corporate capital is certified by the general meeting minutes, which takes place at least forty (40) days after the entry of the decision to announce the reduction of capital in the Maritime Company for Pleasure Yachts Registry, if none of the creditors of the Maritime Company for Pleasure Yachts expressed in writing in the Maritime Company for Pleasure Yachts Registry his objections to it.

CHAPTER TWO
BOARD OF DIRECTORS

Article 37

Members of the Maritime Company for Pleasure Yachts Board of Directors, administration and representation of the Maritime Company for Pleasure Yachts

1. The Maritime Company for Pleasure Yachts is managed by its Board of Directors, which consists of at least three (3) natural persons as members, shareholders or not.
2. By a decision of the Board of Directors, a Chairman, vice-chairman and secretary of the Board of Directors are mandatorily appointed. The status of the president is identical to that of the CEO.
3. The Maritime Company for Pleasure Yachts is represented by the CEO.
4. The Maritime Company for Pleasure Yachts may be represented, in addition to the CEO of par. 3, by members of the Board of Directors or third parties designated by its decision, which must be registered in the Maritime Company for Pleasure Yachts Registry.

Article 38

Election and tenure of the Board of Directors Maritime Company for Pleasure Yachts

1. The members of the Board of Directors, subject to article 24, par. 2, are elected by a decision of the general meeting of shareholders.
2. The term of office of the Board of Directors is six years. The board of directors is freely revocable and re-elected. If the term of office of the Board of Directors expires and for any reason a new Board of Directors is not elected, the term of the old one is automatically extended until a new one is elected by the immediately following general assembly.
3. If the position of a single member of the administrative board becomes vacant due to resignation, death or for any other reason, the remaining members of the Board of Directors elect an advisor until the end of the term of the current Board of Directors. This election is submitted for approval at the next general assembly. The actions of the advisor elected in this way are valid, until the approval or disapproval of his

election by the general meeting. This may be applied once per term of office of the Board of Directors.

If, due to the above reasons, the position of more than one member of the Board of Directors is vacant during the same term, the general assembly elects a new Board of Directors for a new six-year term.

4. The members of the Board of Directors are allowed to be simultaneously members of the Boards of Directors of other Maritime Company for Pleasure Yachts, as long as this is not prohibited by the statute.

5. The resignation of any member of the Board of Directors becomes effective and its legal effects come from its notification in the Maritime Company for Pleasure Yachts Registry, which takes place after its notification to the Maritime Company for Pleasure Yachts Board of Directors. The above formalities bear the original signature of a public authority, unless they are digitally signed. The notification to the Maritime Company for Pleasure Yachts Board of Directors is proven by its acknowledgement of receipt or by a bailiff.

Article 39

Duties of the Maritime Company for Pleasure Yachts Board of Directors

1. The members of the Board of Directors, in the exercise of their duties and responsibilities, shall respect the law, the statute and the legal decisions of the General Assembly. They manage the corporate affairs in order to promote the corporate interest, supervise the execution of the decisions of the Board of Directors and the General Assembly and inform the other members of the Board of Directors about the corporate affairs.

2. The members of the Board of Directors have an obligation of loyalty towards the company. Especially:

- a. They do not pursue self-interests that conflict with the interests of the company.
- b. They disclose in a timely and sufficient manner to the other members of the Board of Directors their own interests, which may arise from transactions of the company, which fall within their duties, as well as any conflict of their interests with those of the

company, which arises during the exercise of their duties. A sufficient disclosure is considered to include a description of both the transaction and one's own interests.

c. They maintain strict confidentiality regarding corporate affairs and company secrets, which have become known to them in their capacity as consultants.

3. The company's articles of association may further specify the obligations of par. 2.

4. The member of the Board of Directors is not entitled to vote on matters in which there is a conflict of interest with his company.

5. It is allowed to the members of the Board of Directors to act, unless prohibited by a relevant provision of the articles of association, on their own account or on behalf of third parties, acts that fall under the purposes of the company, as well as participate as general partners or as shareholders or partners in companies pursuing similar purposes.

6. In case of intentional violation of the prohibition of par. 5, the Maritime Company for Pleasure Yachts is entitled to claim compensation. It may, however, instead of the compensation, claim, in the case of acts performed on behalf of the consultant himself, that these acts be considered to have been carried out on behalf of the Maritime Company for Pleasure Yachts, and in the case of acts performed on behalf of third parties, the Maritime Company for Pleasure Yachts shall be remunerated for the mediation or to assign the relevant claim to it.

7. These claims are time-barred after one (1) year from the time the above actions were announced at a meeting of the Board of Directors or notified to the Maritime Company for Pleasure Yachts. However, the statute of limitations expires three (3) years after the prohibited act was committed.

Article 40

Responsibility of the members of the Maritime Company for the Pleasure Yachts Board of Directors

1. Each member of the Board of Directors is liable against the Maritime Company for Pleasure Yachts for damage that it suffers due to act or omission that constitutes a violation of his duties.

2. This responsibility does not exist, if the member of the Board of Directors proves that he paid the due diligence of a prudent businessman operating in similar circumstances during the performance of his duties. This due diligence is considered on the basis of the capacity of each member and the duties assigned to him according to the law, the articles of association or by decision of the competent corporate bodies.

3. If damage has resulted from a joint act of several members of the Board of Directors, or if several are simultaneously responsible for the same damage, they are all jointly and severally liable. The same applies if several have acted simultaneously or successively and it cannot be ascertained whose action caused the damage. The court, however, can decide on apportionment of responsibility between those responsible, depending on the seriousness of the act, the degree of fault and the distribution of the duties of the members of the Board of Directors. The court can also regulate the right of reference of the persons in charge against each other.

4. Liability according to this article does not exist, in the case of acts or omissions based on a lawful decision of the General Meeting or concerning a reasonable business decision, which was taken:

- a. in good faith,
- b. based on sufficient, for the specific conditions, information and
- c. with the sole criterion of serving the corporate interest.

These details are taken into consideration with reference to the time of making the decision. The members of the Board of Directors bear the burden of proof of the conditions herein. Also, the court may consider that there is no liability for acts or omissions based on the recommendation or opinion of an independent body or committee, operating in the company, in accordance with the law.

5. This article along with articles 39, 41 and 45 are also applied in terms of the liability of the persons actively operating management and representation, in accordance with article 45, or whose act of appointment as members of the Board of Directors is flawed/defective.

6. The company's claims upon this article are time-barred after one (1) year from the performance of act or omission. The statute of limitations is suspended when the

person in charge is in the position of a member of the board of directors or is in that of par. 5. In any case, the statute of limitations expires three years after the act or omission.

7. The company may, by decision of the Board of Directors, waive its claims for compensation or reconcile with them after one (1) year since the claim arisen and only after the General Assembly consent and since the minority representing one tenth (1/10) of the represented capital, in the Assembly, is not opposed. After the filing of the lawsuit, the above waiver claim or reconciliation can take place at any time, as long as the General Assembly consents and one twentieth (1/20) of the capital represented at the Assembly does not object.

Article 41

Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) and persons connected with it

Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) is allowed, as long as this is not prohibited by the articles of association, to contract with the establishers/founders, shareholders, members of the Board of Directors and its employees, when they act individually or as representatives of another legal or natural person.

Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) is not allowed to enter into charter agreements with the establishers/founders, the shareholders, the members of the Board of Directors and its employees, when they act individually or as representatives of another legal or natural person, as well as with persons with whom they are in a second degree relationship or are spouses or cohabitants of them within the meaning of Law 4356/2015 (A' 181). Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A.) enters into a charter agreement with any tourist agency, regardless of whether the conditions of the second paragraph of this article are met.

Article 42

Convening of the Board of Directors of the Maritime Company for Pleasure Yachts (M.C.P.Y /N.E.P.A.).

1. The Board of Directors meets at the company's headquarters. It is allowed, by decision of the Board of Directors, to designate another place of meeting, either at home or abroad. It is allowed for the Board of Directors and for all or some of its members to meet via teleconference, as long as this is provided for in the articles of association, which also define the more specific conditions for this, or if there are no members of the Board of Directors who object. Each member of the Board of Directors may request that the meeting be held by teleconference in his/her respect if he/she resides in a country other than the one where the meeting takes place or if there is another important reason, in particular illness, disability or epidemic.

2. The Board of Directors is convened by its President. The President is obliged to convene the Board of Directors, if this is requested in writing by a member with an application. The subjects/topics to be discussed are defined in the application. If the application is not accepted or a seven-day deadline elapses from its submission, the Board of Directors is allowed to convene by the member who requested it within a period of five (5) days from the refusal or the expiry of the above seven-day period, notifying the relevant invitation to the other members of the Board of Directors.

In this case, in derogation of article 43, the Board of Directors is in a quorum and meets validly if at least one second (1/2) of the total number of its members is present or represented, and the decision is taken by an absolute majority of the one present.

Article 43

Decision - making by the Board of Directors of Maritime Company for Pleasure Yachts M.C.P.Y/ N.E.P.A.

1. The Board of Directors is in a quorum and meets validly if more than one half of the total number of its members is present or represented in it. The number of councilors present or represented therein shall not be less than three. To find the quorum number, the fraction is omitted.

2. The meeting of the Board of Directors is chaired by its President and, in his absence, by the vice-president.
3. Each consultant/advisor can represent only one consultant. Under the same condition, representation on the Board of Directors may be assigned to non-members.
4. Since the articles of association do not define an increased majority, the decisions of the Board of Directors are taken by an absolute majority of the one present. In case of a tie, the chairman has the casting vote.
5. The decisions of the Board of Directors are recorded in minutes, signed by those who took part in the meeting.
6. Minutes signed by all the members of the Board of Directors is equivalent to the decision of the Board of Directors and if the conditions of article 42 and paragraphs 1 to 5 hereof have not yet been met.
7. Copies and extracts of the minutes of the meetings of the Board of Directors are certified by its President or by another advisor designated by the Board of Directors for this purpose, and for the specific minutes each time.
8. The documents referred to in paragraphs 1 to 7 may also be signed digitally using an approved electronic signature within the meaning of paragraph 20 of article 2 of Law 4727/2020 (A' 184).

Article 44

Functions of the Board of Directors of Maritime Company for Pleasure Yachts (M.C.P.Y/N.E.P.A).

1. The Board of Directors is competent to decide on issues related to the management of the company, the management of its property, the provision of guarantees and any security in rem in favor of other natural or legal persons and on any issue for the pursuit of the corporate purpose.
2. The Board of Directors is not competent ,according to this law or the statute, for issues falling into the exclusive competence of the General Assembly

Article 45

Acts of the Board of Directors of Maritime Company for Pleasure Yachts

1. The Board of Directors may, by its decision, delegate the exercise of its functions or responsibilities in whole or in part, except for those issues for which a collective decision is required, upon/by the articles of association, to one or more of its members or to third parties, meantime /at the same time determining the extent of the functions and responsibilities it delegates. This decision is entered as a whole in the Maritime Companies for Pleasure Yachts Registry and defines for specific time and purpose the specific delegated functions and authorities. This delegation/allocation may not be further assigned.
2. Acts of the company's bodies within the limits of their legal authority bind the company against third parties, even if these acts are beyond the corporate purpose.
3. The limitations of the authority of the company's body based on the articles of association or upon the decision of the General Meeting are not opposed against third parties, even if they have been entered in the Maritime Company for Pleasure Yachts Register.
4. The entries in the register and the certificates issued based on them, referring to the company's representatives, are conclusive/complete evidence/proof of their capacity.
5. The remuneration of the members of the Board of Directors for their services to the company is determined by the General Meeting.

CHAPTER THREE

General Assembly

Article 46

Convening of the General Assembly of Maritime Company for Pleasure Yachts

1. The General Assembly convenes at the headquarters of the Maritime Company for Pleasure Yachts at least once (1) in each corporate year. The proof of meeting the obligation of the previous paragraph arises if, during each corporate year and

up to six (6) months after its end, the minutes of the general meeting have been submitted for entering or for updating concerning the conducting of Maritime Company for Pleasure Yachts Registry General meeting.

Exceptionally and since it is provided for by the articles of association, the General Assembly may be convened in another place at home or abroad. It is permitted for the General Assembly to be convened via teleconference for all or some of its members, as long as this is provided for in the articles of association, which also define the specific conditions for it, or if there is no objection, after notification of the relevant invitation, of any member of the general assembly. In any case, each member of the general assembly may claim that the meeting be held by teleconference in his/her respect, if he/she resides in a different country from the one where the meeting takes place or if there is another important reason, in particular illness, disability or epidemic.

2. The General Assembly is convened at least thirty (30) days before the meeting, by the Board of Directors. In the convocation/invitation the building, the date, the time of the meeting, as well as the items on the agenda are stated /mentioned. The convocation is issued /published in a daily political newspaper published in Athens at least six (6) consecutive days of the week and at the discretion of the Board of Directors has a wide circulation throughout the country. The convocation shall also be issued /published at the company headquarters, in case there is a daily newspaper issued /published there. If the company has issued registered shares, it is sufficient for the convocation to be mailed with receipt, thirty (30) days in advance from the meeting, to the address of each shareholder indicated in the shareholders' book. In this case the convocation/invitation is allowed to be sent by an e-mail the address of which is stated in the shareholders' book while this address was confirmed after an answer by the recipient

3. The general assembly meets validly, if all shareholders are present or represented in it, even if the formalities of par. 2 are not met.

4. When the obligation of both the first and the second subparagraph of par. 1, is omitted, the obligation to pay an electronic fee in favor of the State of one

thousand (1,000) euro is created before the first subsequent entry in the Maritime Company for Pleasure Yachts Registry. The above revenue/income is entered equivalent in the specific account as a credit to the special body of the General Secretariat of Ports, Port Policy and Maritime Investments of the regular budget of the Ministry of Maritime Affairs and Insular Policy of each subsequent year.

5. The obligation to pay in advance the electronic fee of par. 4 does not establish a reason for exemption from the obligation of par. 4 of article 61.

Article 47

Meeting of the General Assembly of the Maritime Company for Pleasure Yachts.

1. Every shareholder, who still has and can prove his/her capacity on the day of the General Assembly, is entitled to participate in the general meeting. Shareholders who are legal entities participate in the General Assembly with the presence of their representatives. The possibility of participation of each shareholder in the General Assembly is also ensured by the shareholders' book. The participation in the general Assembly -upon the articles of association- may depend on the prior deposit of the shares in company's fund, in the Deposit and Loan Fund or in any credit institution or investment company, which operates in Greece and is entitled to accept equities for safekeeping. The articles of association may also provide for that the shares deposited hereunder cannot be taken over or sold before the general Assembly meeting. The articles of association may also provide for that the participation in the general assembly depends on the previous submission to the company of the documents of agency or representation of the shareholders, setting the deadline for submitting these documents. Shareholders, who do not comply with the provisions of the articles of association referred to in the previous paragraph, participate in the general meeting, unless the general meeting refuses this participation for an important reason that justifies its refusal.

2. The general assembly is in a quorum and meets validly, when shareholders representing more than fifty percent (50%) of the company capital are present or represented in it.

3. If there is no quorum, the general assembly convenes again on the twentieth day since the date the meeting was canceled and in case it is a holiday or an extraordinary day, on the next working day, without invitation/convocation or publication. During this repeated meeting, the assembly is in a quorum and validly meets with the items on the initial agenda, with whatever percentage of corporate capital is represented therein.

4. It is allowed by the articles of association to define issues for which increased quorum percentages are required in relation to those provided for in par. 2. If no specific increased quorum percentages are defined in the articles of association in relation to those provided for in par. 2, the increased quorum percentage is defined as two thirds (2/3) of the shareholders.

Article 48

Decision-making of the Maritime Company for Pleasure Yachts General Assembly .

1. Each share entitles one vote.
2. Without prejudice to the article 55 paragraph 1, subpar (b), the decisions of the General Assembly are taken by an absolute majority of the votes represented in it.
3. It is allowed -upon the articles of association -to define issues for which a qualified/reinforced majority is required. If no specific qualified/reinforced majority is defined in the articles of association, in relation to what is provided for in par. 2, the qualified/reinforced majority is defined at two-thirds (2/3) of the votes represented at the meeting.

Article 49

Function/Competence of the Maritime Company for Pleasure Yachts General Assembly

1. The General Assembly is the supreme body of the company and decides on every corporate issue. The decisions of the General Assembly bind all shareholders, even those who are absent or disagree.
2. The General Assembly, without prejudice to article 25, par. 2, article 35, par. 1 and article 38, par. 3 , is exclusively competent to decide on the following issues:
 - a. the amendments to the articles of association,

- b. the election and recall of the members of the Board of Directors Council,
- c. the approval of the balance sheet or balance sheet of the company and the distribution of profits,
- d. the exemption of members of the Board of Directors from any liability,
- e. the extension of the term or the dissolution of the company,
- f. the appointment of liquidators and
- g. the reduction of the corporate capital.

Article 50

Invalidity of the decisions of the Maritime Company for Pleasure Yachts General Assembly

1. A decision of the General Assembly that is against the law or the statute is invalid.
2. The annulment/nullity/invalidity is declared by the Court of First Instance of the company's headquarters /registered office, which adjudicates in accordance with the Code of Civil Procedure during the process of voluntary jurisdiction, following an application of the Board of Directors or the shareholders representing one twentieth (1/20) of the company's capital, if they did not agree to the decision or were not present at the General Assembly.
3. The application for annulment of a decision of the General Assembly is filed within a mandatory time-limit of sixty (60) days from the date of the decision and is against the company.

Article 51

Procedure for holding the Maritime Company for Pleasure Yachts General Assembly.

1. At the beginning of each meeting of the General Assembly and before it enters the agenda, the President and the secretary of the General Assembly are elected by the present members or their representatives. In case the share capital is held by one person, a secretary is hired by the one-person Maritime Company for Pleasure Yachts. In this case, the approval of the minutes is done only by the President of the general meeting, in derogation from par. 6.

2. The decisions of the General Assembly are recorded in minutes signed by the present shareholders or their representatives. A relevant reference shall be made on the minutes concerning the refusal of theirs being signed by the participants

3. Each shareholder may request that his/her opinion be entered in summary in the minutes....

4. A decision of a General Assembly is also taken by the minutes' signing by all shareholders, without requiring any other formalities. The signature may be an approved electronic signature within the meaning of article 2, par. 20 of Law 4727/2020 (O.G 184 A').

5. The members of the Board of Directors - when convened/called -also participate in the discussions of the General Assembly. The shareholders or their representatives are to participate in the General Assembly decision-making.

6. Copies and extracts of the minutes of the meetings of the General Assembly are ratified by the President and the Secretary of the General Assembly, in accordance with what is defined in the statute.

The Chairman of the Board of Directors issues certified copies and extracts of the minutes of the meetings of the General Assembly, if it is provided for in the articles of association. The Certified copies bear the original signature of a public authority unless digitally signed.

CHAPTER FOUR

BOOKS, BALANCE SHEET AND DISPOSAL OF PROFITS

Article 52

Accounting records and corporate use of Maritime Company for Pleasure Yachts

1. The corporate year lasts twelve (12) months and ends on December 31st of each year or, exceptionally, on June 30th for companies that keep accounting records with a double-entry book-keeping accounting system, in accordance with what is defined in their articles of association. The first paragraph also applies to the first corporate year, provided that it does not exceed twelve (12) months.

2. At the end of each fiscal year, the Board of Directors draws up a balance sheet or accounting statement, if accounting records are kept using a simple system,

showing the company's financial situation on the last day of the fiscal year, based on the accounting records kept by the company, unless the statute provides otherwise.

3. The accounting records of the company are kept in Greek language. Ship owning companies, qualified as professional, are allowed to keep accounting records in another language as well, if this is decided by the General Assembly or provided for in the articles of association.

Article 53

Disposition of profits of Maritime Company for Pleasure Yachts

1. The distribution of net profits is made by decision of the General Assembly. It is not mandatory to distribute a dividend or create a reserve, unless the articles of association define/state otherwise.

2. The articles of association may stipulate that the company's balance sheet or accounting statement, drawn up by the Board of Directors before being submitted for approval to the General Assembly, has previously been audited by independent auditors and is accompanied by their relevant report.

3. By decision of the General Assembly, the auditors are elected by the Board of Certified Auditors and Accountants (B.C.A.A.) or by audit firms and are liable to the company and the shareholders for any misdemeanor

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2. At the end of each fiscal year, the Board of Directors draws up a balance sheet or accounting statement, if accounting records are kept using a simple system,

showing the company's financial situation on the last day of the fiscal year, based on the accounting records kept by the company, unless the statute provides otherwise.

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2. The articles of association may stipulate that the company's balance sheet or accounting statement, drawn up by the Board of Directors before being submitted for approval to the General Assembly, has previously been audited by independent auditors and is accompanied by their relevant report.

3. By decision of the General Assembly, the auditors are elected by the Institute of Certified Public Accountants of Greece or by audit firms and are liable to the company and the shareholders for any misdemeanor.

CHAPTER FIVE

CONTROL AND MINORITY RIGHTS

Article 54

Minority rights

1. Following a request from shareholders representing one twentieth (1/20) of the company's capital, the Board of Directors compulsorily convenes the General Assembly of shareholders within a period of twenty (20) days from the day the relevant request was filed/submitted. The subject of the agenda is stated in the application. If the application is not accepted, the General Assembly is convened by decision of the Court of First Instance of the company's headquarters, which adjudicates/judges, following a request from the above shareholders, during the

process of voluntary jurisdiction. The present mandatory general assembly is in quorum and meets validly with the issues defined by his decision court, with whatever percentage of corporate capital is represented in it.

2. After a request from shareholders representing the one twentieth (1/20) of the corporate capital ,the taking of a decision by the General Assembly on all or some of the agenda items is deferred compulsorily, for a single time and for a maximum of ten (10) days.

3. Following a request of shareholders representing one-twentieth (1/20) of the corporate capital, the Board of Directors provides the general meeting with information on the course of corporate affairs and the financial situation of Maritime Company for Pleasure Yachts. The Board of Directors may refuse to provide the information for any substantial reason, which is recorded in the minutes. If the information is not provided or in the event of a dispute as to the validity or otherwise of the reasons for the refusal on the part of the Board of Directors, the Court of First Instance of the company's headquarters/registered office, which hears on the petition of the offenders shareholders, during the process of voluntary jurisdiction, may order the provision of the information.

The decision is not subject to any appeal.

4. After a request of shareholders representing the one-twentieth (1/20) of the corporate capital, the Court of First Instance of the company's headquarters/registered office, judging according to the Code of Civil Procedure in the process of voluntary jurisdiction, may order the audit of the company, if it is suspected of mismanagement of its affairs. By its decision, the court orders any appropriate measure to carry out the audit, designates the auditors, as well as the time period within which they are required to complete the audit.

5. The Board of Directors, in case an audit of the company is ordered, has an obligation to assist in its conduct.

Article 55

Maritime Company for Pleasure Yachts dissolution.

1. A Maritime Company for Pleasure Yachts is dissolved:

a. when its duration expires in case it has not become indefinite,

- b. by decision of the General Assembly of shareholders, taken by an absolute majority of the total number of shares of the company,
- c. by declaring the company bankrupt,
- d. by the final decision of the Court of First Instance, which adjudicates in accordance with the Code of Civil Procedure during the process of voluntary jurisdiction, following an application by anyone with a legal interest or by the Minister of Maritime Affairs and Insular Policy, if Maritime Company for Pleasure Yacht pursues a purpose other than that referred to in Article 23,
- e. ex officio/ipso jure, in case a period of twenty-four (24) months has passed since the date of entry of the articles of association in the Maritime Company for Pleasure Yachts Registry while the Maritime Company for Pleasure Yachts does not note in the Maritime Company for Pleasure Yachts Register that they acquired the ownership or took over the operation or management of a pleasure yacht qualified as professional/commercial,
- f. ex officio/ipso jure, if a period of twenty four (24) months has passed since the date the Maritime Company for Pleasure Yachts ceased to have the ownership or operation or management of a pleasure yacht that is qualified as professional/commercial, and Maritime Company for Pleasure Yachts did not note in the Maritime Company for Pleasure Yacht Registry during this period that they acquired the ownership or took over the operation or management of a pleasure yacht qualified as professional/commercial,
- g. ex officio/ipso jure, if a period of twenty four (24) months has passed since the date of an administrative act issuance, upon the provisions of Part a, by which the only pleasure yacht that the Maritime Company for Pleasure Yachts owns or operates or manages it ceased to be qualified as professional, and the Maritime Company for Pleasure Yachts did not note in the Maritime Company for Pleasure Yachts Register during this period that they acquired the ownership or took over the operation or management of a pleasure yacht qualified as professional /commercial,
- h. ex officio/ipso jure, if the conditions of article 34,paragraph 1 are not met.

In paragraphs (e), (f) and (g), the time period may be increased to forty-eight (48) months, if there is a note in the Maritime Company for Pleasure Yachts Registry when during the first twenty-four (24) months it is under construction. In order to grant this increase, it is necessary to submit an application before the end of twenty-four (24) months. Supportive documents must be submitted along with the above application which must include (a) the agreement between the Maritime Company for Pleasure Yachts and the shipyard or its representative, (b) confirmation from the shipyard that the company has a vessel under construction and (c) a document depositing a sum of money as an advance payment.

2. If the company was dissolved due to the expiration of its duration and since the distribution of its property has not begun, it may be revived by a decision of the shareholders' General Assembly, which is taken and entered in the Maritime Company for Pleasure Yachts Registry, within a period of one (1) year since its termination. This decision is taken by increased quorum and majority while the provisions of article 29 are applied.

Article 56

Liquidation of Maritime Company for Pleasure Yachts

1. The Maritime Company for Pleasure Yachts when dissolved, beyond the case of bankruptcy, it becomes liquidated and is deemed to exist only for the purpose of liquidation. During the liquidation procedure the shareholders' General Assembly continues to function.
2. The liquidation is carried out by a liquidator or liquidators appointed by the General Assembly, if they are not appointed by the articles of association. The General Assembly, by its decision, can at any time recall the liquidators and appoint new ones.
3. In article 55, par. 1, subpar. (a), (e), (f) and (g), if liquidators are not designated by the articles of association, the liquidators are, at the time of the dissolution of the company, members of the Board of Directors.
4. The power/authority of the Board of Directors ceases when the liquidators are appointed. For the needs of the liquidation, the liquidators are authorized to

operate as the Board of Directors and the provisions of articles 37 to 45 are applied accordingly.

Article 57

Obligations of liquidators

1. The liquidators have an obligation to enter, without delay, the dissolution of the company and its placement in liquidation process in the register of Maritime Companies for Pleasure Yachts. Maritime Company for Pleasure Yachts enters into dissolution and liquidation procedure on the date of the decision of the General Assembly of article 55, par. 1, subparagraph (b), as long as the relevant minutes are entered in the Maritime Company for Pleasure Yachts Registry.
2. The liquidators carry out an inventory of the company's property, along with any necessary action for its liquidation, satisfy the creditors and pay the remainder of the liquidation product/result to the company's shareholders.
3. If the liquidation lasts beyond the year, the liquidators are obliged to convene the shareholders' General Assembly and to submit to it, until its convening, liquidation accounts.
4. The liquidators have an obligation, without any delay, to enter in the Maritime Company for Pleasure Yachts Registry in order to complete the liquidation process. The date of the convening of the General Assembly is considered as the date of termination of the company, without prejudice to the liquidation completion minutes entry in the Maritime Company for Pleasure Yachts Register.

CHAPTER SEVEN

SPECIAL REGISTER OF THE NATIONAL REGISTER FOR MARITIME COMPANIES FOR PLEASURE YACHTS

Article 58

Maritime Company for Pleasure Yachts Register

The Ministry of Maritime Affairs and Insular Policy maintains a special register for Maritime Company for Pleasure Yachts Register called "the Maritime Company for

Pleasure Yachts Register”. The Maritime Company for Pleasure Yachts Register may operate fully digitally, in accordance with the decision provided for in paragraph 7 of article 70.

Article 59

Maritime Company for Pleasure Yachts Register Supervision

1. Keeping the Maritime Company for Pleasure Yachts Register supervised by the President of the Three-member Administrative Council of the Court of Piraeus First Instance.
2. All the Maritime Companies for Pleasure Yachts shall be entered into the Maritime Company for Pleasure Yachts Register.
3. The articles of association submitted for registration in the Maritime Company for Pleasure Yachts Register are signed by the founders. The authenticity of their signature is certified by a public authority or a notary public, unless the articles of association bear the founders’ authorized electronic signatures. The certification of the original signatures by a public authority or notary is also required for the authorized persons who issue copies of minutes of Maritime Company for Pleasure Yachts bodies meetings, unless they have been digitally signed.
4. The articles of association submitted to be entered in the Maritime Company for Pleasure Yachts Registry are signed by the founders. The authenticity of their signature is certified by a public authority or a notary public, unless the articles of association bear the authorized electronic signatures of the founders. The certification of the original signatures by a public authority or notary is also required for the authorized persons who issue copies of Maritime Company for Pleasure Yachts bodies meetings minutes, unless they have been digitally signed.

Article 60

Maritime Company for Pleasure Yachts Register Function /Operation

1. This Register consists of:
 - a. the register book of maritime companies for pleasure yachts,
 - b. each company's file,
 - c. each company's section/profile and
 - d. Companies' Inventory.
2. The company's brand name accepted for registration shall be entered in chronological order in the register book. Companies entered are numbered. This number is unique; it is the company's registration number being written on the file and on its Section/Profile. The registration number is indicated on each document submitted to be entered /registered, as well as in every document or certificate that comes from the registry service and concerns a registered company. The liquefied company's registration number is not given to another company.
3. The articles of association along with all the documents submitted for registration in the company's Section/profile are kept in the company's file.
4. When registering in the company's Section/profile, the date of the corporate agreement, the name, the registered office, its duration, their addresses, as well as its capital, are entered /noted. Names, residential addresses, ID cards numbers or other proof of identity, issued upon the specific legislation of each country, tax register numbers of the members of the Board of Directors, of the persons who, jointly or separately, represent the company judicially and extra judicially while binding it against third parties, as well as of the person authorized to receive the documents being notified to the company are also noted. In the company's section/profile, the ships it owns or operates or manages and the number of the administrative act by which they are classified or cease to be classified as professional pleasure yachts/vessels are also entered. Changes to the above are noted in company's Section/Profile immediately after submitting the relevant

documents. Amendments to the articles of association are entered in "Company's Section/Profile" immediately after the submission of a copy of the General Assembly's decision, in which the entire text of the articles being amended is mentioned. The dissolution of the company, the appointment or replacement of the liquidators along with the General Assembly's decision on the revival of the company while any court decision declaring the company bankrupt and either appoints or replaces trustee are also entered in the Company's Section/Profile.

5. In companies' inventory, the exact name of the company is listed in alphabetical order. Next to the name of each company its registration number, as well as the date of its registration are indicated.
6. Files and sections /profiles are sorted by company registration number.
7. The provisions of the decision of par. 8 of article 70 lay down the Maritime Company for Pleasure Yachts' entering acts in the Maritime Company for Pleasure Yachts Registry.

Article 61

Entry of Articles of association and Supervisor's responsibilities of Maritime Company for Pleasure Yachts Registry.

1. After the articles of association submission and as long as the company has been legally established, it is entered in both the register book and the alphabetical index by the person who keeps it while additionally a company's file along with its Section/Profile are also formed/opened.
2. In case the person who keeps the Register finds out that the articles of association have not been legally drawn up, he does not proceed to enter it, on the contrary he forwards it to the President of the Three-member Board of Administration of First Instance Court of Piraeus, while informing the founders in written. The registration of the company's articles of association in the case of the first paragraph is performed only after an act of the President of the Three-member Board of Administration of the Court of First Instance of Piraeus. It is allowed to contest an appeal against the refusal act of the President of the Three-member Administrative Council of the Court of First Instance of Piraeus to the

Multi-member Court of First Instance of Piraeus, which adjudicates, during the process of voluntary jurisdiction, in accordance with the Code of Civil Procedure.

3. The provisions of paragraph 2 applies accordingly to the amendments to the articles of association or the change in the representation of the company, as well as to any other act or item entered in the register.

4. An application is submitted for any entry in the register. For the registration of the articles of association referred to in paragraph 1, an electronic fee of two hundred and fifty (250) euro is paid in advance in favor of the State, of which one hundred (100) euro is credited to the Regular Budget of the Ministry of Maritime Affairs and Insular Policy, General Secretariat of Ports, Port Policy and Maritime Investments special body. In order for the decisions of the company's bodies to be entered/registered, an electronic fee of seventy (70) euro for each registration, is paid in advance in favor of the State, of which thirty (30) euro is entered/registered as a credit to the Regular/Ordinary Budget of the Ministry of Maritime Affairs and Insular Policy of the General Secretariat of Ports, Port Policy and Maritime Investments special body.

5. The provisions of paragraph 2 are applied accordingly to the amendments to the articles of association or the change in the representation of the company, as well as to any other act or item entered in the register.

Article 62

Acts and data/information of Maritime Companies for Pleasure Yachts

Registry regarding third parties

1. Maritime Company for Pleasure Yachts is not authorized to/ cannot present to third parties acts or information/data that are not listed on its section/profile, unless it is proved that the third party had knowledge of them.

2. Acts or data/information entered in the register are not presented to third parties before the lapse of fifteen (15) days since their entry, if the third parties prove that it was not possible for them to be aware of.

3. Third parties may invoke acts or data/information for which the formalities of publicity have not yet been completed, unless the lack of publicity renders them invalid.

Article 63

Maritime Company for Pleasure Yachts Registry access

The Maritime Company for Pleasure Yachts Register is a public document. It is free to access and download copies.

The information regarding the company's name, registration number, registration date, its headquarters, duration and representation is posted on the relevant website of the Ministry of Maritime Affairs and Insular Policy.

Article 64

Conversions are not allowed

1. Conversion of a company of another legal form into a Maritime Company for Pleasure Yachts is not allowed.
2. Conversion of Maritime Company for Pleasure Yachts into a company of another legal form is not allowed.

Article 65

Tax issues of Maritime Company for Pleasure Yachts

1. The provisions of Articles 1 and 2 of Law 27/1975 (A' 77) are also applied both to Maritime Company for Pleasure Yachts, since it is a ship-owner, and to its shareholders.
2. The following are exempt from any tax, fee and any other charge in favor of the State or third parties, except of stamp duties and Capital Accumulation Tax:
 - a. the distribution of profits and the net product of its liquidation, with the exception of the fees of the members of the Board of Directors, which are subject to income tax. In this case, the provisions of article 12, paragraph 2, subparagraph (d), Law 4172/2013 (A'167) are applied,
 - b. the withdrawal of capital and the relevant payment receipts,

c. the entries of the supporting documents and other documents received in Greece regarding the company's operations abroad, in the accounting records kept by the company,

d. shareholders' deposits and loans to the company. The exemption does not include the income tax on the company's deposit interest, as well as the interest arising from loans granted by the shareholders to the company,

e. the capitalization of profits, and

f. the non-acceptance by the shareholders of the profits.

3. The provisions of Paragraph 2 do not apply to Maritime Companies for Pleasure Yachts , which manage or operate professional/commercial pleasure yachts/vessels according to Part A', being owned by third parties regarding their income tax obligations.

4. The Maritime Companies for Pleasure Yachts, which manage or operate professional/commercial pleasure yachts/vessels owned by third parties, keep accounting records with a double-entry system and have all the obligations arising from the provisions of Law 4308/2014 (A'251). The Maritime Companies for Pleasure Yachts which are ship-owners of professional/commercial pleasure yachts are obliged to maintain a simplified accounting system in Greek language, to issue, receive and keep the documents of their transactions provided for by this law, as well as to submit to the Head of the competent Public Financial Service (D. O.Y.) the prescribed tax declarations/tax returns and tax data. Especially in the case of the operation of ships of the second category of article 3 of Law 27/1975 the Maritime Companies for Pleasure Yachts have simplified obligations in accordance with the provisions of article 30, par. 13, Law 4308/2014.

5. The Maritime Companies for Pleasure Yachts which have in their possession ships whose professional/commercial boat license, granted according to Part A', has ceased to be valid, have the same tax obligations that apply to private pleasure yachts.

6. The provisions of Part A , along with those of national and EU tax and customs legislation are applied regarding the exemption from VAT, the customs and other levied charges of the professional pleasure boats that Maritime Companies for

Pleasure Yachts own, operate or manage, as well as regarding their tax treatment upon cessation of their professional activity.

7. At the time the administrative act terminating the validity of the professional license is issued, the Maritime Companies for Pleasure Yachts are obliged to pay the taxes corresponding to the fuel and lubricants, for which they were exempted for the above-mentioned reason, since the period of time that the professional/commercial pleasure boat license ceased to be valid, as defined in this law.

Article 66

Non-application of provisions of the Civil Code, Commercial Law and the law of limited companies

The provisions of Articles 76,742 to 784 of the Civil Code, articles 18 to 64 of the Commercial Law, as well as the ones of Law 4548/2018 (A' 104) do not apply to Maritime Companies for Pleasure Yachts

Article 67

Penal sanctions

Whoever:

- a. trades as a representative of Maritime Companies for Pleasure Yachts which does not exist,
- b. issues fake receipts regarding the deposit of Maritime Companies for Pleasure Yachts shares in a bank or uses fake receipts or other fake documents to exercise the right to vote at the General Assembly of Maritime Companies for Pleasure Yachts shareholders,
- c. participates ,without authorization, in the vote process of the General Assembly of Maritime Companies for Pleasure Yachts shareholders in which he appears as the owner of shares that do not belong to him,
- d. as an auditor, does not maintain confidentiality for what has come to his knowledge and concerns the operation of the company,

e. intentionally, although he has a relevant obligation, obstructs or does not assist in the conduct of an audit ordered by the court, in accordance with the provisions of article 54, par. 4, or does not deliver to the auditors appointed by the court the documents in his possession related to the Maritime Company for Pleasure Yacht management of corporate affairs.

CHAPTER B'

PRIVATE PLEASURE YACHTS COMPANIES

Article 68

Private Pleasure Yacht Companies

1. Private Pleasure Yachts Company (P.P.Y.C.) is a non-profit company, which is established upon the provisions of this article while being governed by it and by articles 741 to 784 of the Civil Code, to the extent not specifically defined in this chapter.
2. The Private Pleasure Yachts Company (P.P.Y.C) has as its sole purpose the acquisition of Greek-flagged pleasure yachts qualified as private upon the provisions of Part A' and has the possibility of chartering these bareboat ships to third parties, according to article 3, par. 7 .
3. The Private Pleasure Yachts Company (P.P.Y.C) cannot participate in other Private Pleasure Yachts Company (P.P.Y.C) or in other Greek or foreign legal entities, or be converted into another form of company.
4. The statute, upon which The Private Pleasure Yachts Company (P.P.Y.C) is established, is a private document drawn up by at least one founder- natural or legal person- and contains the name, registered office, purpose, duration of the Private Pleasure Yachts Company (P.P.Y.C), company's capital and company's shares, as well as management , dissolution and liquidation of the company. The articles of association are registered in the Private Pleasure Yachts Company (P.P.Y.C) Registry, in accordance with article 69.

5. The Private Pleasure Yachts Company (P.P.Y.C) becomes a legal entity since the registration of its statutes in the Private Pleasure Yachts Company (P.P.Y.C) Register.

6. a. The name of Private Pleasure Yachts Company (P.P.Y.C) includes the words "Private Pleasure Yachts Company" or the initial letters of these words "P.P.Y.C.", as well as a distinguishing mark that prevents confusion with another Private Pleasure Yachts Company (P.P.Y.C) or Maritime Company for Pleasure Yachts . The registered office of the company is expressly defined in an address and municipality located in the Greek Territory. For the international transactions of the Private Pleasure Yachts Company (P.P.Y.C) the name may be printed in Latin characters and accompanied by the words "MARITIME COMPANY FOR PRIVATE PLEASURE YACHTS" or the acronym "E.I.RA.". The name of Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) is formed with capital letters either by the name of one or more founders or shareholders or by the activity issue carried out or by other verbal indications. The name can be fictitious or include an electronic address or other indication, directly and permanently related to Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) The name of Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) is excluded in case of confusion with another Maritime Company for Pleasure Yachts, other Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) or another company entered to General Commercial Registry.

b. The provisions regarding the headquarters of Maritime Companies for Pleasure Yachts are proportionally applied to the headquarters of Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.), in accordance with article 27.

7. The sum of the capital of Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) is paid by the founders when the company is established while being set at a minimum of five thousand (5,000) euro. The Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) can purchase a pleasure yacht under its name, without the required amount being included and necessarily registered in the company's capital. The founder or the legal representative of the Company or the user of the vessel or each partner is jointly and severally liable towards

the competent authorities for compliance with the tax and other provisions governing the purchase and ownership of a private pleasure yacht/boat in Greece.

8. The persons managing the Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) represent the company and act on its behalf carrying out any act covered by the purpose of the company. The managers of the Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) are not entitled to any social security due to their managing post alone.

The Management delegated to one or more partners or not can be revoked at any time, by a partners' decision taken by majority.

9. The corporate year lasts twelve (12) months and ends on December 31st of each year. The first corporate year can be set for a period not exceeding twelve (12) months.

The Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) is obliged to keep accounting records of a simple system, while a company's retention declaration and an annual fee of eight hundred (800) euro shall be submitted to the competent Tax Office (D.O.Y.) of their headquarters, in December of each year. If the declaration is not submitted and the fee is not paid to the competent Tax Office (D.O.Y.), within two (2) months, a fine equal to ten times of the fee due shall be imposed.

10. The partners are neither entitled to any dividends nor are they liable with their personal property for the created obligations and debts of the company, except for debts to the Greek State and insurance organizations. The resources of the company may be the annual cash partners' contributions along with the revenues from its owned private pleasure yachts' bareboat chartering in accordance with the provisions of article 3,par. 6. The bankruptcy of the company does not imply the bankruptcy of company's partners themselves.

11. a. The import and purchase of a private pleasure yacht by a Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A.) is not exempted from the obligation of the value added tax or import duty payment, which may be

attributable to it, while may neither be set off nor refunded. The above obligation is being omitted in case where the corresponding VAT has been legally paid to another member state of the European Union and which has not been offset or refunded.

b. In case a private pleasure yacht, legally imported or legally been/located in Greece is transferred to a Private Pleasure Yachts Company (P.P.Y.C) (E.I.P.A) by a natural or legal person which is the founder and the sole shareholder, the private pleasure boat, the natural person or the sole partner or shareholder of the transferor legal entity, shall be exempted from any transfer tax, duty or fee.

Article 69

Private Pleasure Yachts Company Register

1. In the Ministry of Maritime Affairs and Insular Policy a special digital Register called "Private Pleasure Yachts Company Register" is kept in which all Private Pleasure Yachts Companies are registered/entered, .

2. The Private Pleasure Yachts Company Register consists of:

- a. the Private Pleasure Yachts Company Register book,
- b. the file of each Private Pleasure Yachts Company ,
- c. the Private Pleasure Yachts Company Section/Profile and
- d. the Private Pleasure Yachts Company inventory.

3. For any entry in the Private Pleasure Yachts Company Register, an application is submitted, taking a protocol number. For the registration of the articles of association referred to in article 68,paragraph 4 , a fixed fee of two hundred and fifty (250) euro and one hundred (100) euro is paid in advance to the State in favor of the Hellenic Coast Guard Relief/Trust Fund provided for by law no. 160/1970 (A ' 44). For the registrations of decisions of the bodies of Private Pleasure Yachts Company (E.I.P.A.) a fee of seventy (70) euro is paid in advance in favor of the State and thirty (30) euro in favor of the Hellenic Coast Guard Relief / Trust Fund provided for by the Royal Decree No. 160/1970 for each entry. The authenticity of the signature of the founders, as well as the

persons authorized to issue copies of decisions, are certified by a public authority, unless they are digitally signed.

CHAPTER III
AUTHORIZING AND TRANSITIVE PROVISIONS OF PART B

Article 70

Authorizing provisions of Part B

1. The necessary details regarding the conditions to proceed to foreign languages entries in Maritime Company for Private Yachts Registry are set/determined by a Minister of Maritime Affairs and Insular Policy decision.
2. A joint decision of the Ministers of Maritime Affairs and Insular Policy and Development and Investments, following a recommendation of the Supervisory Board of General Commercial Registry, determine the conditions, the way of control of the Maritime Companies for Private Yachts and Private Pleasure Yachts Companies names, especially regarding the registered brand names to/with the General Commercial Registry and the implementation of the provisions of article 26, par. 3 and article 68. par. 6 , subpar. c.
3. By a decision of the Minister of Maritime Affairs and Insular Policy, the capital of article 32, par. 2 may be adjusted.
4. By a decision of the Minister of Maritime Affairs and Insular Policy, the amount of the fee of article 46, par. 4 may be adjusted.
5. The procedure along with the supportive documents submitted by the Maritime Company for Pleasure Yachts to the Maritime Company for Pleasure Yachts Registry for being entered are determined by the Minister of Maritime Affairs and Insular Policy decision regarding ownership acquisition or transfer, taking up or ceasing of operation or management of pleasure yachts, qualified

as professional, as well as any other implementation details of article 55, par.1, items (e), (f), (g). Until the issuance of the decision of the first par., the Minister of Maritime Affairs and Insular Policy decision No. 3342/06/2004 (O.G 478 B) shall be applied.

6. The details regarding the organization and operation of the Maritime Company for Pleasure Yachts Registry of article 58 are determined by a presidential decree, issued following the suggestion/proposal of the Minister of Maritime Affairs and Insular Policy. Until the decree of the first paragraph is issued, the Presidential Decree 200/2004 (O.G 175 A') adapted according to the provisions of this law shall be applied.

7. The specific technical details of the digitization of the Maritime Company for Pleasure Yachts Register of article 58, along with any necessary technical or other detail are set/defined by a Joint decision of the Ministers of Maritime Affairs and Insular Policy and Digital Governance.

8. The exact form of Register's book, Company's files, sections/profiles and index provided for upon the provisions of article 60 including any other details, as well as the possibility and the method of its digitization are set/determined by the decision of the Minister of Maritime Affairs and Insular Policy. This decision, as far as it concerns the details, the possibility and the method of its digitization is also signed by the Minister of Digital Governance. The Maritime Company for Pleasure Yachts acts entered in the Maritime Company for Pleasure Yachts Register beyond/besides the ones expressly defined in the present Part are set/determined by the Minister of Maritime Affairs and Insular Policy decision. Until the issuance of the present decision, the decision of the Minister of Maritime Affairs and Insular Policy No 3342/11/2004 (OG 203 B) as it is amended by the Minister of Maritime Affairs and Insular Policy No. 3342/11/2004 (OG 798 B) decision shall be applied.

9. The amount of electronic fees of article 61, par. 4, in favor of the State may be adjusted, as well as any other relevant issue of article 61 may be regulated by a joint decision of the Ministers of Finance and Maritime Affairs and Insular Policy,

10. The method of payment and the type of declaration, as well as any other relevant issue/matter regarding the declaration of company's retention as well as the payment of the annual fee provided for in article 68, paragraph 9 are set/determined by a joint decision of the Ministers of Maritime Affairs and Insular Policy and Finances.

11. The details regarding the organization and operation of the Private Pleasure Yachts Company Register are set/determined by a Joint decision of the Ministers of Maritime Affairs and Insular Policy and Digital Governance. In the same decision, the exact form of the register book, the Company's files, sections/profiles, the index, the procedure, as well as any other issue related to the Private Pleasure Yachts Company Register keeping are set/determined. Additionally, the amendment of article 69 in order to improve the functioning of the Private Pleasure Yachts Company Register is possible. In the same decision, the most specific details, the required interoperability and the technical issues for the operation of the Private Pleasure Yachts Company Register digital application are set /determined.

12. The time period referred to in article 71, par. 2 may be extended up to two (2) years upon a decision of the Minister of Maritime Affairs and Insular Policy, In the event of the issuance of this decision, the paragraph 5 of article 6, Law 3182/2003 (OG 220 A') shall be repealed upon expiry of the extension.

13. The time period referred to in article 71, par. 4 may be extended up to two (2) years upon a decision of the Minister of Maritime Affairs and Insular Policy.

Article 71

Transitional provisions of Part B

1. Since the entry into force of Part B, the Maritime Companies for Pleasure Yachts are required, without prejudice to par.2, to adapt their statutes to the provisions thereof within nine (9) months.

2. Since the entry into force of article 32, bearer bonds/shares issued by Maritime Companies for Pleasure Yachts are compulsorily named /registered up to 31. 12. 2023. Until 31.12.2023, in case of theft, loss or destruction of

share securities, the provisions of article 6, paragraph 5, Law 3182/2003 (OG 220 A') shall be applied. The Articles 40 and 184 of Law 4548/2018 shall be applied proportionally to the registration of the shares, without the participation of General Commercial Registry.

3. The minutes that have not been submitted when article 59 enters/comes into force, may be registered within six (6) months from its entering /coming into force, by way of derogation from paragraph 4 of the same article.

4. Where, in addition to this law, Law 3182/2003 is mentioned in the legislation in relation to articles 1 to 40 thereof, Part B of this law and its corresponding articles are meant.

5. Until the entry into force of the decision provided for in article 70, paragraph 11 and the productive operation of the Maritime Companies for Pleasure Yachts Registry, no Maritime Companies for Pleasure Yachts may be established.

6. For applications filling for the conversion of a joint - stock company or a limited liability company into a Maritime Company for Pleasure Yachts, submitted before the entry into force of the present law, the provisions of article 36, paragraphs 1 and 2, Law 3182/2003 (OG 220 A') shall be applied.

PART C

OTHER SEA TOURISM ISSUES

Article 72

Electronic declaration of immobility of small boats and pleasure yachts/vessels for private use

1. a. When a small boat for private use or a pleasure yacht for private use, regardless of flag, of article 31, paragraph 1, subparagraph f, items (a) and (b), Law 4172/2013 (OG 167A) is or is moved from the state of immobility/rest, the owner, natural or legal person, shall declare it electronically to the Ministry of Maritime Affairs and Insular Policy, in a special application that operates/works through the Single Digital Portal of the Public Administration

(gov.gr - EPSP), interfacing with both the "e-Registry of Ships", as regards the category of private pleasure yachts, and the other information systems of the Independent Public Revenue Authority (A.A.D.E.). The declaration, in which the exact total period of ship's immobility/being at rest, per year, is indicated, includes the details of the small boat or pleasure yacht for private use, its ownership and the point of immobilization/being at rest. The License to Operate Ships or the General Inspection Protocol or its equivalent certificate, in the case of a small boat or a foreign flagged ship kept in the care of its owner. Via this application, it is possible to issue a certification about the period of time, for which the owner has responsibly declared that the small boat or pleasure yacht, for private use, remained immobile/at rest.

b. Any interoperability through online services of the application of paragraph (a) with systems of third-party public sector entities, as defined in article 2 ,par. 57 , Law 4727/2020 (A' 184), is carried out through the Interoperability Center of the General Secretariat of Public Administration Information Systems of the Ministry of Digital Governance, in accordance with article 84 of Law 4727/2020.

2. a. It is prohibited for a small private vessel or private pleasure yacht, for which a declaration of immobility has been submitted, to sail or move in any way or be located at the place declared as immobile or being found immobile at a place other than the one where it has been declared. Failure to comply with the obligations of the first paragraph entails the imposition of an administrative fine against the owner, by the competent control authorities, as follows:

- i. ten thousand (10,000) euro, for small boats up to seven (7) meters,
- ii. twenty thousand (20,000) euro, for pleasure yachts from seven (7) to twelve (12) meters,
- iii. thirty thousand (30,000) euro, for pleasure yachts from twelve (12) to twenty-two (22) meters and
- iv. forty thousand (40,000) euro, for pleasure yachts from twenty-two (22) meters and above.

b. For each case of repeated infringement within the same year, the administrative fine is adjusted as follows:

- i. twenty thousand (20,000) euro, for small boats up to seven (7) meters,
- ii. forty thousand (40,000) euro, for pleasure yachts from seven (7) to twelve (12) meters,
- iii. sixty thousand (60,000) euro, for pleasure yachts from twelve (12) to twenty-two (22) meters and
- iv. eighty thousand (80,000) euro, for pleasure yachts from twenty-two (22) meters and above,

While a thirty (30) day sailing prohibition is imposed, as an additional sentence, to the small boat or pleasure yacht.

c. By way of derogation from paragraph (a), after the relevant port authority order or permit and under the terms and conditions and for the cases defined in the decision of paragraph 3, item (a) a small boat or pleasure boat, for private use, which has been declared in a state of immobility and without being removed from that state is permitted (i) to sail and (ii) move overland.

3. a. By joint decision of the Ministers of Maritime Affairs and Insular Policy, Finance and Digital Governance, after a recommendation of the Independent Public Revenue Authority (A.A.D.E.) Manager, the following are stated /defined:

- (i) the terms of operation and access to the electronic application of par. 1 as well as the interoperability with systems of third parties in the public sector,
- (ii) the terms and the conditions for the procedure and type of declaration of a small private-use vessel or a private-use pleasure vessel in a immobility position or in a state of being removed from immobility,
- (iii) the exceptional cases, the terms and conditions of par. 2,subpara. (c),
- (iv) the type of certificate of immobility,
- (v) the agents/bodies and control procedure for ascertaining the violations of par. 2 and the procedures for collecting and paying the administrative fine of the same paragraph and any other necessary detail.

b. By decision of the Minister of Maritime Affairs and Insular Policy, there may be defined cases for which the filing of the declaration for the placing in or

removing from a state of immobility of a small boat for private use or a pleasure yacht for private use and the application for granting the certificate of immobility are submitted to the local competent Port Authority.

Article 73

Electronic declaration of commercial pleasure yachts and tourist day boats laying up

1. a. The professional/commercial pleasure yachts of article 3, par 2 ,subpar (a) as well as the tourist day boats of article 10 being laid-up or their reactivation are electronically declared by the ship-owner or the ship operator to the Ministry of Maritime Affairs and Insular Policy, in a special application, which operates through the Single Digital Portal of the Public Administration (gov.gr - SDP), in connection with the "e - Register of Ships" and the other information systems of the Independent Authority of Public Revenue (A.A.D.E.) . This declaration includes the exact total period of laying-up per year, ships' particulars /details, shipping company details along with its immobility location. The Ship-owner or the ship -operator are responsible for keeping Ships' Operating License or the General Inspection Protocol or the corresponding certificate regarding foreign flagged ship. A ship laid-up means ship's immobility for a continuous period of time longer than twenty (20) days. The local competent Port Authority is to electronically confirm ship lay-up by cross-checking data from the entries in the ship's logbook or crew list, where applicable, and as long as they have, from the Book of inwards and outwards entries kept by the Port Authority, in the area of competence where the ship laid- up, either from the electronic application of article 21, par 12, subpar (a), or from the electronic application of article 21, par. 10, par. (b), or from the Special Information Form for Professional Pleasure Yachts (E.E.P.S.E.P.A.), of article 21, par. 5, where applicable. A Certificate regarding ship laying-up period of time , being responsibly declared by the ship-owner or the ship-operator that the ship was in laying-up status , may be issued, via the

aforementioned application, upon the provisions of the fifth item and after the ship laying-up being confirmed.

b. Any interoperability through online services of the application of paragraph (a) with systems of public sector third agents, as defined in par. 57 of article 2 of Law 4727/2020 (OG 184 A'), is carried out through the Interoperability Center of the General Secretariat of Public Administration Information Systems of the Ministry of Digital Governance, upon the provisions of the article 84, Law 4727/2020.

2a. The ship is considered to be laid-up , as long as it remains in an immobility status for the period of time defined in par. 1, having terminated its voyages, while movements to another anchorage with the order or permission of the relevant port authority do not interrupt its laying-up condition. Without prejudice to the first subpar, a ship/vessel for which a declaration of immobility has been lodged/filed for the purpose of its laying-up is prohibited from carrying voyages or moving, in any way, or being detected at a point other than the one declared to be laid-up or being located in an immobility condition at a different point than the one which has been declared. The non-compliance with the obligations of the previous paragraph entails the ipso jure ship's immobility removal and therefore its reactivation along with the imposition, by the competent control authorities, of an administrative fine against the ship-owner or ship-operator, as follows:

- i. ten thousand (10,000) euro, for a ship up to twenty four (24) meters and
- ii. twenty thousand (20,000) euro, for ships from twenty four (24) meters and above.

b. For each case of repeated infringement within the same year, the administrative fine is formed as follows:

- i. twenty thousand (20,000) euro, for a ship up to twenty four (24) meters and
- ii. forty thousand (40,000) euro, for ships from twenty four (24) meters and above,

and its departure prohibition for a period of thirty (30) days is imposed as an additional penalty

3. a. By joint decision of the Ministers of Maritime Affairs and Insular Policy, Finance, Labor and Social Affairs, Digital Governance and after a recommendation by the Manager of the Independent Authority of Public Revenue (A.A.D.E.), the following are set /determined:

(i) the conditions of operation and access to the electronic application of par. 1 and the interoperability with systems of third agents in the public sector,

(ii) the terms and conditions for the process and the type of declaration in place or removal from a state of immobility, for the purpose of the laying –up of a professional pleasure boat of article 3, par. 2 ,subpar (a) and of a professional tourist day boat of article 10,

(iii) the procedures for certifying the laying-up and the form of the laying – up certificate,

(iv) the instruments and the control procedure for ascertaining the violations of par.2 and the procedures for collecting and paying the administrative fine of the same paragraph, and any other necessary detail.

b. By decision of the Minister of Maritime Affairs and Insular Policy, cases may be established/defined for which the filing of the declaration for placing in or removing from a state of immobility of a small boat for private use or a pleasure yacht/ vessel for private use and the application for granting the certificate of immobility for the purpose of laying-up shall be submitted to the local competent Port Authority.

Article 74

Insurance of ships and boats of other categories

1. a. The owner of: (i) a ship that operates as a launch, (ii) a ship that operates as a water taxi and (iii) a high-speed vessel, for professional or private use, within the meaning of the Port Rules and Regulations issued pursuant to article 156 of the Public Maritime Law Code, sanctioned with the article sole of the legislative decree No. 187/1973 and do not fall within the scope of the concepts of article 1, par. 1, and

b. the charterer / lessor of motorized boats, which are chartered/leased in accordance with the provisions of the General Port Regulation No. 38, as approved by the decision of the Minister of Maritime Affairs and Insular Policy No. 2122/10/19.5.2004 (OG 748 B'), is obliged to have insurance in force, according to the minimum coverage limits, per assumed risk of article 17, par. 3, subpar. (a), cases aa', ab' and ag' , to cover the risks and requirements being arisen during the voyages' performance , docking and anchoring.

2. It is prohibited for a ship or small vessel of par. 1, to carry out voyages, not having insurance in force, in accordance with the minimum coverage limits, per assumed risk of article 17, paragraph 3 ,subpar (a), cases aa', ab' and ag', to cover the risks and claims that arise during the execution of voyages, docking and anchoring.

The existence of the required insurance is proven by one or more certificates, in the Greek or English language, which are held on board the ship or small boat.

3. Fines are imposed, in accordance with the procedure of article 157 of the Public Maritime Law Code, as follows:

a. In case of a violation of paragraph 1, a fine of one hundred and fifty (150) euro per meter of the ship or the small boat overall length is imposed on the persons referred to in the same paragraph, regardless the concurrent civil and criminal liabilities.

b. In case of a violation of par. 2, a fine of one hundred (100) euro per meter of the ship or small boat overall length is imposed on the master or the skipper, regardless the concurrent civil, criminal and disciplinary liabilities.

If the master or skipper is the owner or charterer / lessor of par. 1, then the fine of par. (a) is imposed.

c. In case of non-compliance with the obligation to have the required insurance certificate on board a ship or small boat of par. 1, in

accordance with the provisions of par. 2, subpar second, a fine of fifty (50) euro is imposed.

The owner or charterer / lessor of par. 1 and the master or the skipper are jointly and severally liable for the payment of the fine.

Article 75

Extension of floating platform placement time

1. The item (a) of paragraph 1 of article 13A of Law 2971/2001 (A' 285) is replaced as follows:

1.a) Without prejudice to the provisions on areas of absolute environmental protection, it is permitted, with a financial consideration and in accordance with the procedure of paragraph (b), to place in the sea -without interfering with the coastline - floating platforms with a surface area of up to one hundred and fifty (150) square meters for a period of up to nine (9) months annually, for seasonal use, so that access, goals pursuit and cultural purposes provided for in the existing provisions are ensured . It is not allowed to use the platforms for the installation and operation of restaurants or leisure/amusement/recreation centers."

2. a. The time period of par. 1 may apply to (i) the decisions having been issued for placing and using a floating platform and (ii) the applications for which the issuance of a decision of placing and using a floating platform or re-placing and using a floating platform is pending at the time of entry into force hereof.

b. The possibility of paragraph (a) is provided, if the interested party submits a simple notification, to the local competent Port Authority, regarding the placement and use of the floating platform for a longer period of time and up to nine (9) months.

PART G

SHIP AND COASTAL SHIPPING/CABOTAGE ISSUES

Article 84

Ships' deletion from the registry - Replacement of par. 3 of article 18 of the legislative decree No. 187/1973

The paragraph 3 of article 18 of the legislative decree No. 187/1973 (A'261) is replaced as follows:

A registered, at the time of this law entry into force, ship, meeting the conditions for its registration in a Port Authority small boats public book, may be deleted from the relevant register, upon request of its owner and approval of the Ministry of Maritime Affairs and Insular Policy, as long as it is free of encumbrances/burdens while the prescribed certificates of non-debt to the State are produced. In order for a ship to be deleted from the register, a document of the Port Authority in which the ship-owner wishes to register the small vessel, shall be submitted, indicating the date of submission of the registration application and confirming the completeness of the supporting documents, which, for the purposes of this law implementation, are a copy of the ship's nationality certificate and the proof of collection of the prescribed contribution. After the deletion of the vessel from the relevant register, the file of the vessel is sent to the competent Port Authority and its registration is completed."

Article 85

Providing a ticket/fare discount on a vehicle not qualified as "disabled" for people with disabilities or reduced mobility of a disability rate of 80% or more - Amendment of article 4, paragraph 3 of Law 3709/2008

The second item of article 4, Paragraph 3 of Law 3709/2008 (OG 213 A') is amended by deleting the word "disabled" before the words

"PRIVATE PASSENGER vehicles" and paragraph 3 is formulated as follows:

The granting of 50% discount on the ship's tickets in all ship's seats on which this law is implemented on people with disabilities or reduced mobility of a disability rate of eighty per cent (80%) and more by showing the relevant decision of the competent Health Committees of the Disability Certification Center (KEPA) or the Health Committees of the competent administrative authority or insurance agency until their expiring date, is set/determined as a public service obligation imposed for the public interest and social policy reasons.

The same discount is also granted to the Private Passenger vehicles with which the beneficiary of the previous paragraph moves around, as long as they bear special disabled war veterans plates or a Parking Pass for Vehicles of Persons with Disabilities ("Persons with disability (PWD/AMA)" PARKING PASS). The same discount is granted to the beneficiary of the first paragraph accompanying person, as long as the beneficiary is a paraplegic - tetraplegic /quadriplegic, blind, mental disable, with autism and Down's syndrome. If the carrier requires an escort for the person with reduced mobility, then the escort is transported free of charge."

PART H

REPEALED PROVISIONS- ENTRY INTO FORCE

Article 86

Repealed Provisions

1. a Since the entry into force of Part A, the provisions of articles 1 up to 13 along with those of article 14 paragraphs 7 up to 10 and the ones of article 15 of Law 4256/2014 (OG 92 A) are repealed.
- b. Since the entry into force of article 17 of this Law, according to the provisions of article 136, par 2 ,subpar.(c) the following are repealed

(ba) article 14, par.4 of Law 4256/2014 is repealed,

(bb) article 3, par.2, subpar.(e) of General Port Regulation No. 38 as it was approved by the Minister of Mercantile Marine No 2122/10/19-05-2004 (OG 748 B) decision and

(bc) article (3), par.(2), subpar. (b), case (ff) of General Port Regulation No 16 as it was approved with the Minister of Mercantile Marine No. 3131.2/22/3.9.1997 (OG 795 B) decision.

c Since the entry into force of the decision of article 21 , par.9, subpar. b, article 8, par.2 of law 2743/1999 (OG 211 A) is repealed.

2. Since the entry into force of Part B, the following are repealed :
 - α. articles 1 up to 39 of Law 3182/2003 (OG 220A) are repealed without prejudice to the provisions of article 71 , par.5, other than the provisions of article 6, par.5 being repealed since the 1st January.2024, without prejudice to the provisions of article 70, par 12 and
 - b. article 1 of Law 3790/2009 (OG 143 A)
3. Since the entry into force of Parts M up to Z the following are repealed :
 - a. article 1, par.2 , subpar. b of Royal Decree 198/1966 (OG 48A) is repealed and
 - b. article 32 of Law 2638/1998 (OG 204 A) is repealed other than the provisions of article 8, par (8), subpar.(d).

PART IA

Article 136

Entry into force

- 1. The provisions hereof shall apply since it is published in the Official Gazette, unless otherwise specified in par. 2.**
- 2. a. The obligations to maintain ship's organization crew chart of article 3, paragraph 2, subparagraph (a): (aa) of a total length of up to twenty-four (24) meters and (ab) of those provided for in article 11, paragraphs 2 and 3 apply from 1.1.2023.**
 - b. The provisions of article 3, par. 7 apply from the entry into force of the decision of article 21, par. 4.**
 - c. Articles 17 and 74 come into force from 1.6.2022.**
 - d. Articles 8 and 9 are applied since the entry into force of the decision and the commencement of the productive function of the electronic application of article 21, par. 6, subpar. (a).**
 - e. Articles 68 and 69 are applied from the entry into force of the decision and the commencement of the productive function of the digital Registry of article 70, par. 11.**
 - f. Article 72 applies from the entry into force of the decision and the commencement of the productive function of the electronic application of the same article, paragraph 3, subparagraph (a) .**
 - g. Article 73 applies from the entry into force of the decision and the commencement of the productive function of the electronic application of the same article, paragraph 3, subparagraph (a).**
 - h. Articles 77 and 78 apply from the date of the entry into force of Law 4808/2021 (A' 101).**
 - i. Article 84 enters into force two (2) months after the publication of this law in the Official Gazette.**