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**The Port of Piraeus
growth engine
of the Greek Economy**

*Summary points of the speech
of Mr. Yiorgos Anomeritis
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1. The Greek port system is an integral part of the European port system. Transformed in 2001, it consists of 13 Port Limited Companies and many regional and Municipal Port funds. The Greek port system now needs to be reformed into a new organization and operating model, which is described in Law 4150/2013. The European model of the port industry is the only model which can be adjusted. **Any decisions taken either in reform or privatization should be compatible with the basic principles of the *acquis communautaire*,** the recommendations of the under adoption new EU regulation on the port market and with the trends and practices of major European ports.

2. The European port system is based on the principles of competition, transparency, and environmental protection. In every port there should be at least two administrators and many users. The ports in the European Union have various legal forms, but mainly that of a Limited Company. In terms of shareholding structure they are:

- 90 % is of public character, with shareholders within the public sector, the government, regions, chambers, users
- 7% is fully public
- 3% is fully private

In public ports, the operation, activities or land space are allocated through long-term **Concessions** by the managing body to private companies. **It is no longer an acceptable function, neither as state monopolies, nor as private monopolies.**

3. The Port of Piraeus is a port of large sizes. It is the largest passenger port in Europe and one of the largest commercial ports in the world. With an area of 44 km seawalls, it annually serves 40.000 ship arrivals/departures, 15.000.000 passengers, 3.000.000 vehicles, 500.000 vehicles - goods (car-terminal), 3.160.000 containers (PCT SA and PPA SA) and more than 2.300.000 cruise passengers.

The port of Piraeus is a of port complex activities: It exercises work in 7 sectors of port activity: (a) Domestic market, (b) Cruise, (c) Car-terminal, (d) Ro-Ro, (e) Containers, (f) Ship repairing and (g) environmental and logistics operations.

The port of Piraeus has been certified by ESPO and Lloyd's as **ECOPORT** and has many kinds of ISO. It is among the few companies in the country which **operates 365 days a year, with 24 hours continuous operation**, applying all Community and national rules of **Transparency**.

The Port of Piraeus is **a port of State authority and business**. The PPA is essentially of **ambivalent legal personality**: It is simultaneously both an Enterprise and an Authority through or in conjunction with other public authorities **exercising public authority** (free zones, customs, port, health, fire, portals of entry - exit the country, security, environmental and towing, shipwrecks, etc.)

4. PPA: A large economic size.

The PPA is the manager of the port of Piraeus, it is a profitable organization which operates independently and through a system

of **322 concession contracts** with private entities, most important of which is the Concession Contract for the Container Terminals to PCT SA, a subsidiary of Cosco Pacific Ltd, NPV of 678 million Euros. Already a new business deal, worth 230 million Euros, is currently under development with the same company.

The PPA performs investment projects with EU funding of 150 million Euros. The Law 4150/2013 provides for the creation of the holding company “Attica Port System”, incorporating in the PPA three SA ports, Rafina, Lavrio and Elefsina. The PPA now forms part of the Trans-European Networks (TEN - T) and therefore is potentially a recipient for payments from the Fund “Connecting Europe “, which has a budget of 23 billion Euros.

5. The Greek port system offers great investment opportunities, especially in most of the major ports, under the following conditions:

- Implementation of a process of **immediate reforms**.
- Establish an **independent Ports Authority**.
- Creation of **mergers through holdings** and conversion of many regional ports to SA.
- **Privatization** of ports **through concessions** and not the sale of shares of each port to a private investor from the government.

6. Piraeus and prospects for 2021.

- In 2021 the 2.500 years since the **Battle of Salamis** will be celebrated in Piraeus.

- In 2021 Piraeus and Salamis will be the **European Capital of Culture**.
- The PPA is already progressing the regeneration and creation of a **Cultural Coast** with 180.000 m² of open spaces, three museums and theme parks.
- In 2015 the **European Maritime Day** will be celebrated in Piraeus, organized by the General Assembly of ESPO. All these events are some of the positive outlook for the region's development and particularly for the cruise sector. **Active Concessions and amendments exceed 1 billion Euros investment, private investments of 300 million Euros through private funds, and already the railway linking of the new commercial port with the national and European rail network has been completed.**

As was pointed out by the Commissioner **Slim Kalas**, to the General Assembly of ESPO in Varna last year: **“Ports are engines for growth”**. **PPA SA is for the Greek economy and the Greek port system the growth engine** for shipping, sea transportation, cruise, total port industry in Europe, the Mediterranean and Greece.

Port Privatisation Options

Port Models	Port Regulator	Port Landowner	Port Operator
Public (7%)	Public	Public	Public
Private-I (88%)	Public	Public	Private
Private-II (2%)	Public	Private	Private
Private-III (3%)	Private	Private	Private

(100%)

PORT TRAFFIC TABLE P.P.A. 2013

PASSENGERS THROUGHPUT

ROUTE	TRANSPORTED PASSENGERS
SHORT SEA	5.741.167
ARGOSARONIC	1.856.519
ARGOSARONIC CRUISE	45.076
PERAMA - SALAMINA FERRY	7.730.555
TOTAL OF DOMESTIC TRANSPORTED PASSENGERS	15.373.317
INTERNATIONAL CRUISE	2.296.457
TOTAL OF PASSENGERS TRAFFIC	17.669.774

VEHICLE THROUGHPUT

VEHICLES	TOTAL
PASSENGER CARS	1.476.231
TRUCKS	265.193
BUSES	14.212
MOTORCYCLES	793.771
TOTAL	2.549.407

CARGO TRAFFIC

CARGO CATEGORY	TRANSPORTED CARGOES
CONTAINERS (T.E.U.)	644.055
CAR - CARGOES (VEHICLES)	448.682

Source: P.P.A. S.A.