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Introduction

Eurostat gives a snapshot of the importance and growth of the East Med / Black Sea Region with respect to shortsea shipping. Focusing on 2011 and 2012, the major conclusions were as follows:-

The preponderance of short sea shipping of goods over the other seaborne transport (deep sea shipping) was particularly pronounced (more than 80 %) in Bulgaria, Denmark, Ireland, Greece, Latvia, Malta, Poland, Finland and Sweden, as well as in the acceding state of Croatia. Geographical considerations may partly explain this predominance of short sea shipping. A large volume of feeder services may also explain the high degree of short sea shipping transport in countries which function as transhipment points, such as Malta. In contrast, the share of short sea shipping is lower than 60% in countries with major ports concentrating on intercontinental trade (such as Belgium, Germany, Spain, Estonia, the Netherlands, Portugal and Slovenia).

Short sea shipping of goods between main EU-27 ports and ports located in the Mediterranean was 546 million tonnes in 2011. This accounts for about 28% of the total short sea shipping tonnages declared by the main EU-27 ports. Short sea shipping with the North Sea and the Baltic Sea followed, with 525 and 420 million tonnes, respectively (27% and 21% of the total).

For most countries, the highest share of their short sea shipping of goods was with partner ports located in the same sea region as their own coastline. One exception was Latvia, where about half of the short sea shipping of goods came from or was destined for ports located in the North Sea. Romania was another exception, with the Mediterranean region taking the largest share.

Short sea shipping of containers

In terms in terms of the number of twenty-foot equivalent units (TEUs), movements of containers in short sea shipping in EU-27 ports increased by 15% from 2010 to 2011 (to 28 million TEUs).

Germany, Estonia, Greece, Lithuania, Poland and Portugal all reported growth rates of more than 20% in short sea shipping of TEUs compared with 2010, while Belgium, Bulgaria, Denmark, Ireland, Italy and Finland were the only countries reporting decreases in TEU terms in 2011.

The article contains data for the 2nd quarter of 2012 and a first estimate for the 3rd quarter of 2012.

EU ports activity

In the 2nd quarter of 2012, outward movements of goods from the main EU-27 ports increased by 3.2 %, while inward movements decreased by 4.9 % compared with the same quarter of 2011. Compared with the 1st quarter of 2012, the tonnages of inwards and outwards goods handled in the main EU-27 ports increased with about the same percentage (+0.6 % and +0.7 %, respectively). As in previous quarters, inwards goods made up a little more than 60 % of the total volume of goods handled in the main EU-27 ports in the 2nd quarter of 2012.
The overall increase in the total tonnage of goods handled in the main EU-27 ports between the 1st and 2nd quarter of 2012 was the result of rises in dry bulk goods (+6.2 %) and Ro-Ro mobile units (+2.2 %), partly offset by decreases in liquid bulk (-0.9 %) and other general cargo (-9.6 %). Compared with the 2nd quarter of 2011 the gross weight of goods transported in liquid bulk, dry bulk and Ro-Ro mobile units all decreased substantially. However, the gross weight of containerised goods handled in the main EU-27 ports grew slightly in the 2nd quarter of 2012, compared with both the previous quarter and with the 2nd quarter of 2011.

The fall in the total amount of goods handled in European ports in the 2nd quarter of 2012 compared with the same quarter of 2011 resulted from reduced port activity in half of the reporting countries. Both France and Estonia recorded drops of more than 20 % compared with the same quarter of the previous year, while Italy, Lithuania, Poland and Finland reported decreases in port activity of more than 10 %. Greece, on the other hand, reported an increase of more than 30 % compared with the level recorded one year earlier. Bulgaria, Malta, the Netherlands and Romania recorded increases of more than 10 %.

In 2011, total short sea shipping (SSS) in the EU-27 was above 1.7 billion tonnes of freight. Short sea shipping represented about 60% of EU-27 maritime transport of goods, slightly less than in 2010 (62%). However, the share of short sea shipping in total maritime transport varied widely from one country to another.

References:

Greece

Greece is the member state of the EU with the longest coastline and the one possessing a large number of islands. It is therefore no surprise to see an extensive number of ports of all kind, thirty of which have been designated of national significance. The most prominent among these are depicted on the following image.

It is important to realize nevertheless that not all of them are significant from a cargo movement point of view since some of the ports shown derive their importance from their status as cruise ports.

This review seeks to describe the current status and also trace the major changes that have been taking place in the ports’ sector which in reality is the gateway for the EU/Far East trade.
The Greek ports sector has been undergoing structural changes during the last three years as a consequence of changes thrust upon the Greek economy by the troika. As a result many of these ports will soon be privatized and the entire industry will be reshaped as ports will be consolidated into four main groups (Attica, North Aegean, South Aegean and Ionian Sea) within which increased cooperation will be promoted.

The privatization process has attracted a big interest among investors from countries such as China, France, Russia and the Emirates which however is not limited to the ports themselves, but it goes beyond into rail, road transport and logistics.

This survey has been organized with short sea cargo in mind rather than ferry (RoPax) cargo. Under this angle the impact of changes will be concentrated in connection to the following six major ports: Piraeus (Attica), Thessaloniki (North Aegean), Patra (Ionian Sea), Igoumenitsa (Ionian/Adriatic), Volos (North Aegean) and Heraklion (South Aegean).

The main objective of the privatization processes is to limit the role of the state in the economy through the different sectors and to offer an environment that is favourable to the development of the private sector whose role is to add value to the economy by ensuring a much more efficient organization of investments and administration and by stimulating
competitiveness. The authorities have decided to sell ports in order to increase the infrastructure quality and capacity, the volume of freight and to optimize commercial activities.

Ports are known worldwide for their contribution to economic development and growth and they have a vital contribution in freight throughput. Governments implement privatization policies directed to the efficient and productive operation of ports in conformity with market circumstances and in order to stimulate private resources to invest in increasing the capacity of ports. Greece has thus expressed its intention of selling its ports providing opportunities to both domestic and foreign companies to buy and develop their activities and infrastructure.

This year will be marked by Greece’s effort of privatizing its state-owned industry. Through the privatization process, the authorities estimate USD 10 Billion, funds to be used to stimulate the economic revival and to reduce the level of the country’s debt. The privatization list includes banks, utilities, ports, airports, roads and railways. According to the privatization agency, Hellenic Republic Asset Development Fund’s -HRADF- the sale process of two companies worth USD 260 Million was completed in 2012, the target set for this period being of over USD 4 Billion. However, the authorities hope to complete most of the privatization plan this year.. For 2013, the authorities’ estimates on the privatization process amount to USD 2.6 Billion with investments coming mainly from China and Russia, countries that are interested both in ports and in the national railway company, Trainose, also on the state’s list of sales.

Although Greece is pressed by its financial situation and is thus forced to sell many state-owned companies, European governments are concerned with the participation of non-European countries which could significantly expand their activities in Europe by taking over strategic companies. Such is the case of Russia and China which are very interested in buying Greek ports. China seems to be very interested in the Greek ports especially since the Chinese maritime operator Cosco and the railway operator Trainose develop transport partnerships in the port of Piraeus and, press reports say, would be interested in taking over also the main north-south railway.

The portfolio of the Greek State consists in 12 ports (as Société Anonyme), Piraeus (OLP), Thessaloniki (OLTh), Volos, Rafina, Igoumenitsa, Patras, Alexandroupoli, Iraklio, Elefsina, Lavrio, Corfu and Kavala. The state owns a stake of 74% in OLP and OLTh (traded on Athens Stock Exchange) and 100% in the other ports mentioned above. The official website of the privatization agency says that “the state is in process of appropriate evaluation for the exploitation of this portfolio setting the groups of ports to be privatized through a series of transactions”.

According to the Ministerial Decree 206/25.04.2012, published in the Government Gazette 1363/26.04.2012 t.V, 51.038% of the shares of PPA SA were transferred without consideration to HRADF "wholly owned, along with the associated voting rights. As it is known in HRADF 23.1% of the shares of PPA SA had been previously transferred, under N.3985/2011 to put for sale. Additionally, following the No. 2012/CHA/A/9918 press release,
OLTh announced that after the transfer of 5,137,554 (50.97%) shares to the HRADF, the Greek government indirectly controls a 74.27% stake of the company through HRADF.

According to the ministry of finances, the privatization package includes all the 12 ports, including the Port of Piraeus and Thessaloniki in which the government has initially agreed to sell 23.1% and 23.3% of shares respectively (with additional share sales). In January, the local press informed that Cosco operator was interested in investing EUR 1 Billion in the Port of Piraeus, the Chinese group being interested in taking over 60% of the port’s shares. So far however there have been no announcements.

The planned investment was presented by the Chinese side after Athens Government has decided to sell stakes in the two large ports (Piraeus and Thessaloniki) and Minister of Finances said in an interview that “Cosco group has expressed its interest in extending investments to Piraeus”, without providing further details. Recently, the commercial director of the Greek subsidiary, Tasos Vamvakidis, stated in an Economist conference that Cosco desires to acquire all the shares of OLP.

Also, the Turkish holding Akfen (which holds a stake in TAV Group with activities in air transport) is interested in the privatization program and hopes to access the Greek market according to statements made by Hamdi Akin, CEO of Akfen, for Anatolia agency.

Russia is also interested in the Greek ports which are connected to the railway network. “The Government plans to privatize the railway operator responsible for freight and passenger transport, but not the infrastructure. Moreover, it is possible to buy stakes in the ports that are connected to the railway network”, declared the RZD President Vladimir Yakunin. According to him, Russian Railways is carefully studying the privatization process launched by the authorities. “If we talk about the development of railway transport, the first thing to consider has to be the synergy: ports, railways and customers. That is why we consider them as a whole, but from the point of view of railway transport profitability”, said Yakunin, adding that RZD could use credits to purchase Greek assets and also considered accessing the capital of the railway operator Trainose.

At the end of February, the privatization agency, HRADF, announced the development strategy of the 12 ports for which two alternatives are considered.

The first consists in the concession of individual port activities through concession agreements that would ensure the commitment of investment and the delivery of quality services.

The second alternative consists in the concession of all the activities of the port (“Master Concession”) through the sale of HRADF majority stake combined with the renegotiations of the current concession agreement between Greece and Societe Anonyme (the owner of the ports) so that it would be aligned to the current international standards and to ensure a high level of investments and delivered services.
“The option to be applied will depend on the development strategy, the competitiveness level and the expressed interest of investors. Nevertheless, the process will involve the concession of the rights of operation and exploitation of the port areas while the property right remains to the Hellenic Railways”, the agency says.

HRADF plans to initiate the privatization process for the two large ports (Piraeus and Thessaloniki), the first tender expected to be launched in the second half of 2013 for the sale of Thessaloniki Port.

**Cyprus**

The strategic location of Cyprus, which is at the crossroads of three continents (Europe, Asia, Africa) enabled Cyprus to play a prominent role in its success as an international shipping centre. The island is a major shipmanagement centre worldwide with a total of around 60 shipmanagement companies operating in its territory. Several of these companies rank among the largest of their kind in the world. Cyprus appears to be among the top five countries and territories in the world with the largest number of third party shipmanagement companies on its territory.

The Cyprus Registry has shown phenomenal growth during the last thirty years. In the early eighties Cyprus ranked thirty-second on the list of leading maritime nations. It now ranks tenth in the world with a merchant fleet exceeding 20 million gross tons. Also, the Cypriot merchant fleet ranks third in the European Union with a percentage of about 10% of the total fleet of the 27 EU member states.

A number of fiscal and economic advantages are available, such as the competitive ship registration costs and annual tonnage taxes, the favourable tax regime for shipmanagement and other international business enterprises, the availability of competent local employees and the generally low operation and construction costs, which prompted the establishment by many European entrepreneurs of local companies with fully fledged offices in the island.

Moreover, geographic position is considered as the most important factor in the port business. Cyprus is strategically located in the north-eastern corner of the Mediterranean basin, at the intersection of major international and regional shipping lanes. Such a location has made the Cyprus ports a natural place of call for vessels sailing in and out of the Mediterranean region.

Cyprus fulfils the role of a hub for a number of key trading areas of world significance. Cyprus is a natural transhipment centre for the Europe-Far East trade. The various shipping markets situated along the coasts of the Levant, North Adriatic and Black Sea can easily be accessed from Cyprus with minimum diversion from the main arterial route.

Recently, Cyprus has become one of the most significant cruise centres in the Eastern Mediterranean. It serves inter alia as the home base for a number of cruise ships. Current emphasis is being placed on the development of Cyprus ports as turnaround cruise ports. The proposed development of Larnaca port into a major cruise port is towards this direction.
Sea borne traffic is served by a highly integrated port system composed of the multipurpose ports of Limassol and Larnaka, the industrial terminal of Vasiliko, the specialised oil terminals at Larnaka, Dhekelia, Vasiliko and Moni. In combination, they serve all types of cargo and jointly catering to the country's local and transit traffic requirements as if they were a single port. These are all owned and managed by the Cyprus Ports Authority, which handled about 7 million metric tonnes of cargo in 2012.

This report seeks to describe the current status and also trace the major changes that have been taking place in the most important Ports of Cyprus, which are Limassol, Larnaca and Vasiliko. Specifically, it will give information about the kinds of cargo they are served, the future expansions and upgrades of facilities as well as statistical information for 2012.

**Croatia**

Since years, maritime transport has been an important economic sector in Croatia. Croatia has seven large ports – able to receive transoceanic vessels – and approximately 250 smaller ports and boat harbours. As several of the large ports are deep-water ports which can accommodate super-tankers, maritime traffic towards the ports of Croatia is expected to increase further. Croatia’s ports could provide a solution for today’s bottlenecks in oil export routes in Eurasia.

In this respect, the pre-accession maritime transport strategy of the republic of Croatia mentions the following:

- Modernisation of the port of Rijeka (currently Croatia’s largest port) in order to increase the cargo volume, particularly the cargos in transit and containerised and ro-ro cargos;
- Increase the volume of bulk and containerised cargos passing through the port of Ploce;
- Modernisation and reconstruction of the passenger terminal in the port of Dubrovnik;
- Building of the new passenger and ro-ro terminal in the port of Zadar;
- Building of supplementary seasonal (summer) berths in the port of Split;
- Encouraging the introduction of new cross-Adriatic shipping lines between the ports in the Adriatic Sea and the ports in the Ionian Sea.

As maritime traffic in the Northern Adriatic is expected to increase further, navigational safety is receiving more and more attention. Furthermore, there are several plans and projects to establish large Liquefied Natural Gas (LNG) terminals in the Northern Adriatic Sea basin, also along Croatian coasts. A Croatian Vessel Traffic Monitoring Information System (VTMIS) is currently being implemented in order to avoid collision risks and to monitor the density of the international traffic.

**Malta**

Owing to its central position in the Mediterranean Sea, Malta has for centuries served as a natural hub to all the main arteries of international trade both in the Mediterranean region and beyond. Building on its strong maritime tradition, Malta has today established itself as
one of the leading maritime hubs and service centres in the Mediterranean region. The diversified composition of Malta’s offerings to the maritime industry today goes well beyond its strategic location which caught the attention of sea-faring people in the past. Malta has, during the last three decades, developed strong competencies based on a solid legal and regulatory framework, built knowledge based expertise and achieved a level of service which placed it on a steady course to become a leading maritime country.

The main elements of the maritime industry range from a leading Flag Administration to a multitude of Port Operations including domestic cargo operations, transhipment, cruise shipping, ship servicing, bunkering, ship repair and yachting. Albeit peripheral other important maritime activities include those related to tourism, fishing, aquaculture and a host of international maritime institutions, events and recreational water sports.

Ports, which are the life-link of the Maltese Islands, are an integral part of the maritime industry. The importance of maritime activities has increased with the recent developments in the leisure market and international shipping services. These maritime activities include those which are aimed to support the local industry and consumers, namely import/export of cargo and ferry passenger operations, and the carriage of goods and passengers between the islands. During 2011 the number of vessels arriving in Maltese territorial waters stood at 11,746 with a total of 228.5 million gross tonnage. In addition 318 cruise liner calls carrying a total of 557,585 cruise passengers in 2011. The number of ferry passengers landing in Malta stood at 258,692 in 2011.

The Grand Harbour has experienced radical changes directed at transforming Malta into a regional Mediterranean hub. The Port of Valletta is furnished with a series of multipurpose quays capable of handling all types of cargo. A number of terminals and open storage facilities are available throughout the port area.

A major project is underway to upgrade the berthing and passenger handling facilities in the port of Cirkewwa. This development will mirror the works that were carried out in the port of Mgarr Harbour, Gozo where a modern passenger terminal has been built. These two ports cater mostly for inter-island ferry service. This sea-link is crucial for the sustainable development of the island of Gozo.

Malta Freeport Terminal is presently amongst the leaders in the Mediterranean transhipment scenario. The high volume of containers being handled is a result of the Freeport’s track record and the positive international recognition which the company enjoys with global carriers as being a reliable and credible port. The Freeport’s increasing attractiveness is founded on the right configuration of unparalleled location in the centre of the Mediterranean, outstanding facilities dedicated to transhipment, pristine handling equipment, advanced technology, highly skilled personnel, unmatched quality standards and efficacious security system. Other crucial factors include extensive worldwide regular network connections, high performance levels and cost-effectiveness, ease of access to markets with minimal diversion distances, easy port accessibility, safe manoeuvrability of vessels and all-year favourable weather conditions.

Malta hosts the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea. (REMPEC). One of the principle functions of REMPEC is to strengthen the
capacities of the coastal States in the Mediterranean region with a view to preventing and responding to pollution of the marine environment. Malta also hosts the International Maritime Law Institute established under the auspices of the International Maritime Organisation; and the International Ocean Institute.

In addition, Malta provides a number of training institutions for the training of qualified and competent seafarers that are needed for the sustainable growth of the maritime industry and the maritime cluster. Apart from Government investment through the MCAST Maritime Institute there are a number of private institutions providing such training.

**Bulgaria**

Bulgarian shortsea trade has thrived in recent years. In 2012 total cargo volumes in Bulgarian sea ports Varna and Burgas was above 26 million tonnes of freight. Short Sea Shipping represented more about 80% of Bulgarian maritime transport of goods.

Quote from Eurostat 2012 – “The preponderance of short sea shipping of goods over the other seaborne transport/deep sea shipping was particularly pronounced -more than 80% in Bulgaria and 8 other countries - for EU 27 this is about 60%.”

In general short sea shipping in Bulgaria reported in 2012 a growth of 1 000 000 tonnes, or 4% more when compared to 2011. The increase/growth comes mainly from the container trade (more than 300 000 tonnes), liquid cargoes (about 1 000 000 tonnes more), and from Ferry Ro-Ro cargoes too.

The analysis of Bulgarian Short Sea Shipping presents the main dynamics - by type of cargo. When one analyzes the main dynamics of each shortsea trade, with regards to the container /feeder trade, the growth was from 147 078 teu in 2011 to 173 860 teu in 2012. This was due to the optimization of feeder services, better transit times and more direct calls to the ports of Varna and Burgas. Direct feeders Varna-Burgas-Istanbul or to Piraeus or Malta have proven to be the best, successful solution for the feeder shipping lines.

In 2012, liquid bulk cargoes hit a record of 11,5 million tonnes, more than 1 million tonnes, or 15% more when compared to 2011. This trend is expected to continue in the next years, to a total increase of about 50% more, due to the increased production of Lukoil Burgas.

Ferry/R-o Ro transportation had and increased turnover, with an increase of 55% more than 2011. This was mainly due to the inclusion of the second ship in the ferry line Varna-Kavkaz, and restored/enhanced maritime trade between Bulgaria, Ukraine and Georgia. In addition a third multifunctional ferryboat is expected to be introduced in the latter part of 2012, for trucks, wagons and containers - to service the ferry line including Turkey / Samsun,Zonguldag.

Cruise shipping is a hit in Black sea, with cruise tours and calls in the Black Sea ports increasing due to new organizational measures/efforts, mainly by a common marketing brand and association called Cruise Black Sea, and also due to the modernization of the
cruise terminals. In this business, the Bulgarian port of Burgas hit record figures in 2012 and in 2013 is expected to have 150% more passengers (27000) and 70% more calls (58).

**Romania**

The Romanian territory is crossed by the longest European river, the Danube, and has access to the Black Sea, the Romanian ports representing key components in the European river-maritime network. Ports such as Galați, Tulcea, Giurgiu and Constanța are part of the pan-European Corridor VII and ensure the connection to the East of the goods coming from the Old Continent through some of the most important ports in Europe and even in the world, such as Rotterdam, Vienna, Mainz and Strasbourg. The strategic position of Romanian ports grants Romania the opportunity to become the main gate towards the goods traffic between the Western Europe and Asia. However, the evolution of the Danube ports is slowed down by difficulties in accessing the European funds necessary to the financing of large development projects and by the economic downturn which caused drops in the traffic of goods.

Romania owns the largest share of the Danube Basin, almost 30%. The Romanian sector of the longest European river includes important ports and river centres such as Galați, Girigiu and Brăila. In Romania, the Danube’s flow is divided into the River and the Maritime Danube. The Maritime Danube Ports Administration (APDM), based in Galați, is the national company in charge of managing the entire port infrastructure of the Maritime Danube which includes port lands and facilities, moorings, quays and berths, as well as container terminals, including the ports of Galați, Brăila, Harșova, Isaccea, Mahmudia and secondary branches Măcin, Chilia and Sf. Gheorghe. As port authority, the company applies port policies and port and waterway infrastructure development programmes and ensures the safety development of naval and auxiliary transport activities. The ports of the Maritime Danube benefit from a strategic position, at the intersection of the Maritime and River Danube and they offer access to both the Black Sea and the North Sea, through the Rhine-Main-Danube waterway, on the European Corridor VII. In 2009, the overall traffic of goods through the ports in APDM’s area of activity reached 7.6 million tonnes, while maritime traffic in the same period reached 2.1 million tonnes. The prognosis for 2009 estimated the traffic of over 12 million tonnes of goods, the drop being the result of the economic downturn which determined port operators to reduce their volumes. The company’s turnover reached RON 9.4 Million. This year, the company faces major financial difficulties, given the activity drop of the siderurgical plant ArcelorMittal in Galați, which used to ensure more than half the port activity on the Maritime Danube. APDM’s General Manager Mihai Ochialbescu has warned that “Galați ports, Docks and New Basin, but also those in Tulcea and Brăila can go bankrupt by the end of the year if port activity in the area will not recover, the port of Galați being 90% supported by the Mining Port, the only one that has a constant operation activity”. The port of Galați stretches on a surface of 865 thousand square meters and has 56 operation berths. The port is connected to the railway network, the access infrastructure being 12.34 km long in the port on standard gauge and few broad, Russian gauge lines along the operation berths but which are currently off service. The most important port operators that develop their activity in the port of Galați are Metaltrade, Romportmet, Trans Europa Galati, Unicom Oil terminal, part of Unicom Group, which also owns the Unifertrans railway operator etc.
The port of Brăila has an overall surface of 390 thousand sqm and 25 operation berths. The port of Brăila is connected to the railway network as well and has a feeding point for freight trains entering the port. The most important port operators in Brăila are Hercules Brăila, Trans Europe Port (TEP), Cerealcom Brăila, Romanel etc.

The port of Tulcea has an overall surface of 83 thousand sqm and a number of 41 operation berths. The railway network which ensures the port access has a total length of 0.32 km on standard gauge. The main port operators are Deltanav Tulcea, Frigorifer Tulcea, Navrom-Delta etc.
1. Ports

GREECE

PIRAEUS

Present SSS Rating: Very High
Development Prospects: Very Good

Piraeus is the main port hub of Greece accounting for over 85% of the country’s cargo and passenger movements. Under the new grouping Piraeus will be the leading partner in a group of three other ports in Attica, namely:

*Eleusis (dry and wet cargo): SSS Rating: Very High*

*Rafina (RoPax cargo): SSS Rating: Low*

*And*
**Lavrion (RoPax and Wet cargo): SSS Rating: Medium**

According to ELIME, the Greek Ports Association and a member of ESPO, the Port of Piraeus is the largest port in Greece, occupying approximately 5,000 acres, five percent (5%) of which are covered by buildings. The port boasts 37 kilometers of quay length, six times longer than the corresponding length of the second in importance port in Greece, the port of Thessaloniki in the north of the country.

The “Port of Piraeus” consists of the Main Port, the Port of Drapetsona, the Port of Herakleus, the Port of N. Ikonio, the shore of Perama and the bay of Ampelakia of Salamis as well as the edges of Kynosoura Salamis.

The Port of Piraeus is:

- The first – with a huge difference - in size and distribution port of the country.
- An absolute key to linking the country with the EU and the rest of the world.
- The most important port in the country for the supply of raw materials and finished products.
- The country's most important hub for channeling its exports to the world.
- The country's most important hub for the movement of tourism traffic, either from abroad (cruise) or internal (cabotage).
- The main hub for the supply of each good to Crete and the Aegean islands which are almost exclusively dependent on the movements of people and goods through it.
- The most important and largest shipbuilding base in the country.

It is the main sea gateway of Greece and is located at the crossroads of three continents (Europe, Africa and Asia). The geographic location of the port makes it a communications hub for the islands and the mainland, and an international center of nautical tourism and transit trade. The position of the Port plays a key role in the service of Greece, since the port is adjacent to the city of Athens, where 40% of the population and 60% of the economic activity in the country is concentrated. The Port of Piraeus is located at the midpoint of the junction of seaways, linking the Mediterranean to northern Europe, and the privileged position is ideal for vessels from either Suez or Gibraltar, bound for ports in the Balkans and the Black Sea and vice versa.
Given that it is located south of the 38th parallel it facilitates the main lines of ships approaching the port without substantial deviation from the minimum cost path. The port’s activity is extremely complex because it combines the accommodation of any type of cargo (conventional and unitized) of any origin and destination (import - export and transit) with the servicing of passenger traffic, both coastal and cruise. The complexity of its character is further emphasized by the exercise of shipbuilding activities and the operation of ferries on the premises of the Company. The facilities of the Port of Piraeus can be divided, depending on the type of service, into a) Passenger Traffic Service Port (main port and ferry line Salamina - Perama), b) Commercial Traffic Service Port and c) Shipbuilding Activity Service Port

Other than RoPax – where Piraeus is the kingpin port for the entire ferries sector in Greece moving over 20 million passengers per annum) Piraeus is currently handling cruises, cars, containers and ship repairs. All low flash cargo goes to the nearby port of Eleusis along with dry bulk cargo. This configuration actually makes Piraeus a major player in the movement of containerized cargo, but virtually no other bulk cargo. Under this viewpoint the port’s income comes mainly from the above mentioned profit centers, namely the container terminals, the car terminal and the cruise terminals. The two other lines of business, domestic ferries to the islands and ship repairs, offer little in way of port income at the moment.

Piraeus port has already leased the Container Terminal II to the Chinese company PCT for a period of 35 years. Piraeus Container Terminal SA, is a company incorporated in Greece and a wholly-owned subsidiary of COSCO Pacific Limited (world leading container terminal operator ranked in fifth position). PCT is principally engaged in the development, operation and commercial utilization of the existing Pier II; and included in the future plans is the construction of Pier III, so as to achieve a substantial growth in the container throughput and handling capacity. Piraeus Container Terminal (PCT) commenced operations on 1 October 2009 and will be converted into the first large scale state-of-the-art modern container terminal in Greece. It will be a challenging but achievable task to win the confidence of the customers to bring the container throughput to the peak volumes of 3.7m TEUs.

Other than a handful of Chinese managers, moreover, Cosco’s operation is providing around 1,000 jobs to Greek workers — compared with the 800 or so who work the dock that is still under Greek management. On Cosco’s portion of the port, cargo traffic has more than doubled over the last year, to 1.05 million containers. And while profit margins are still razor thin — $6.47 million last year on sales of $94.2 million — that is mainly because the Chinese company is putting a lot of its money back into the port. Cosco is spending more than $388 million to modernize its dock to handle up to 3.7 million containers in the next year, which would make it one of the world’s 10 largest ports. Beyond that, workers are also laying the foundations for a second Cosco pier.

The port of Piraeus has been profitable in 2011 and 2012 in contrast to 2010 when it has suffered the negative effects of a protracted port workers’ strike which has impacted the port’s profitability. The port of Piraeus is present in both the MoS planning and also in the
new TET-Ts organization on basis of Green Corridors. It has been granted the status of “Green Port” and it is already planning to provide LNG bunkering services to vessels calling despite not been within a Special Emissions Control Area at the moment.

**THESSALONIKI**

Present SSS Rating: High  
Development Prospects: Very Good

The port of Thessaloniki is the natural outlet of economic activity for the countries of the region and Northern Greece. It serves the growing needs of these countries to import and export raw materials, consumer products and capital equipment. The port is a lever for growth of the Greek economy, while playing an essential role in Northern Greece, with Thessaloniki as the center, to establish itself as an economic crossroads in the eastern Mediterranean. The port has an advantageous position, being located at the crossroads of land transport networks:

- East-West via the Egnatia Odos which links Turkey with the west coast of Greece on the Adriatic.
- North-south through the motorway PATHE
- Access to Pan-European corridors IV and X.

Additionally, the port of Thessaloniki is 16 km away from the International Airport "Macedonia" and 1 km from the Railway Station. The port of Thessaloniki has quays 6.200m long, with a useful depth of 12m. It has 600,000m2 (indoor and outdoor) storage space and modern equipment for the safe and rapid movement of all kinds of goods, general, bulk and container. ThPA SA is now the leading employer in Northern Greece with over 400 employees, while daily over 2,000 people work on its premises.

Thessaloniki Port Authority SA is the port authority and port service provider within the port. The port of Thessaloniki serves to convey all kinds of cargos (general, liquid and dry bulk cargo, containers) and passenger traffic (shipping and cruise). In 2011 the port throughput was 16 million tons of cargo, 3,000 ship calls and 220,000 passengers.

The cargo split has been 7 million tons of dry cargo (inclusive of 370,000 TEUs) and 9 million tons of wet cargo. This traffic in 2012 has generated a turnover to the tune of 52.9 million euros, 3.2% up on 2011 despite a somewhat lower volume of cargo. It is a consistently profitable port with 23 million euros earned in 2012, eight millions up on the previous year. It is expected to be up for sale in the second half of 2013.
**Container terminal**

The port’s container terminal has a storage area of 350,000 m² and a storage capacity of 4,696 TEU’s in ground slots.

The container terminal is currently being expanded by 36 hectares, following an investment of around US$600 million by the Hong Kong based company, Hutchison Port Holdings.

The Hong Kong based company won the tender after surpassing a first offer made by COSCO Pacific, which offered around US$500 million for the development of the container terminal. In 2009 Hutchinson didn’t find the money to pay for the concession of the port and so they lost it.

**Cargo terminal**

The cargo terminal has a total storage area of 1,000,000 m² and specializes in the handling of wide cargo that ranges from metal products, ore, chemical products (chloroform, asphalt, chemicals, mineral oils), general cargoes, timber, bulk cargoes and food products.

The terminal also serves as a major transshipment hub in the Aegean — Black Sea area being used by other Balkan countries such as Serbia, the Republic of Macedonia, Albania and Montenegro.

**Oil and gas terminal**

The oil and gas terminal has a total storage capacity of 500,000 m³ and an annual traffic capacity of 9,000,000 tonnes per year.

**Passenger terminal**

The Port of Thessaloniki has one of the largest passenger terminals in the Aegean Sea basin. The passenger terminal handled around 162,731 passengers in 2007,[9] and it is recently being upgraded, as Thessaloniki is also slowly turning into a major tourist port for cruising in the eastern Mediterranean.

The port of Thessaloniki will be the leading port in the North of Greece group of ports which will also include the ports of:

*Kavala: SSS Rating: Low*

*Alexandroupoli: SSS Rating: Medium*
Due to its location it is clearly a port of particular EU significance but also of the south Balkan region due to the good rail links with nearby and more distant countries. Oil cargo and containers are probably the most likely activities for expansion in the years to come.

Thessaloniki port is very well connected with the international and short sea networks mainly as a result of having a modern – although quite small in size- container terminal. Due to its strategic position it offers itself both as a transit, as well as a destination port. The former function is assisted by the excellent rail and road connections which can efficiently operate door to door services over a wider region encompassing the Aegean, the Balkans and the Black Sea, not forgetting also Turkish destinations.

On the following map one can see a short sea line operated today by a Turkish short sea liner company which also serves as a feeder partner to MSC.

The port of Thessaloniki is presently the second container handling port in Greece and its importance is expected to rise exponentially in the next ten years along with the rapid economic expansion in the Black Sea.
ELEUSIS

Present SSS Rating: Very High
Development Prospects: Average

The Port of Eleusis (Elefsina), only a few miles away from the port of Piraeus, it is the oldest port of Europe, since based on the excavations and archeological findings, it is attested that it has operated since the classical era (500 BC). It is located on the northwest coast of the Saronic Gulf, in the south east of the mainland, just 14 kilometers from Piraeus.

Eleusis specializes in drybulk and wet cargo and is adjacent to two major refineries and the logistics’ hub of Aspropyrgos.

In 1923 the Elefsina Port Fund is founded, the port operator, while in 1992 it was ranked as a first class Port of National Importance by the Minister of Mercantile Marine. The port of Elefsina lies at the western tip of the Attica Peninsula and in the center of the bay of Elefsina.

The Elefsina Port Authority was set up as an SA in 2003 with a concession by the Greek government for the use and exploitation of the port area that spans approximately 200 acres. It is a purely cargo port where no cruise vessel would ever call. From an administration point of view, the bay of Eleusis hosts a number of private oil terminals which are expected to continue playing an important part in local and international oil cargo movements. Eleusis port is involved neither in containers, nor in car terminals and it only hosts a very limited local passenger traffic.

As said earlier the port of Eleusis will become one of the members of the Attica group of ports along with Piraeus, Rafina and Lavrion and it is expected to play a central role in Mediterranean bulk short sea with particular emphasis on oil cargoes where it already reigns supreme in Greece.

PATRAS

Present SSS Rating: High
Development Prospects: Good

The port of Patras since the 11th century has been linked to the historical development of the city of Patras and the surrounding area but it was only later in 1872 when serious
infrastructure works were made when it began to be associated with the economic and social development of the entire region.

Patras, the third largest city of Greece after Athens and Thessaloniki, is a commercial and industrial center. The port of Patras is mainly a RoPax port and the main link between Greece and the Italian ports on the Adriatic. As such, the port- which has recently expanded along the city’s coastline mainly concentrates on passenger and RoRo cargo serving intra Community transportation needs and also acting as a safety valve to the great volume of Turkish trucks when the Istanbul-Trieste RoPax line becomes congested. There is no container terminal.

The mission and vision of Patras Port Authority, in the context of the new European ports policy and the increased geo-strategic role of the port in the South Eastern Europe Sea Motorway, is the "Development of the Port as a major Western gateway to Italy and the EU"

The port of Patras will be the leading port of the Western group of ports which will also include the ports of:

- Katakolon: SSS Rating: Medium
- Igoumenitsa : SSS Rating: Medium
- Corfu: SSS Rating: Low

Patras is the main –Igoumenitsa port being the second one - RoPax port of Greece with a clear short sea orientation. It is a port with good growth prospects that has invested in good time to capitalize on the traffic expansion which is expected to follow once the economic crisis is over.
HERAKLION

Present SSS Rating: High
Development Prospects: Good

The island port of Heraklion today is a major center for passengers and goods in the Mediterranean basin. Passenger, tourist and commercial vessels move with frequent services throughout the year. Large shipping companies operate in the port of Heraklion and connect with other ports in the country and abroad. Moreover cruise ships travel in the Mediterranean basin most of the year. Finally merchant ships move goods from world markets and countries of the Mediterranean to Crete. It is a port characterized by large open spaces with a clear emphasis on RoPax cargo.

The Port Authority of Heraklion successfully holds the passenger and commercial management of the port of Heraklion with a profitable balance sheet, which helps to plan and implement long-term projects for the port to evolve and respond to its role as one of the ports of national importance in the country. The wealth that is provided by the port of Heraklion to the local and by extension to the national economy is perceived by even non-specialists who are privy to the growing work.

Heraklion has seen a significant rise in cruise traffic. The increasing number of cruise ships calling at the port of Heraklion is the result of efforts made in recent years by the administration to attract high economic level visitors to the city and contribute to the local economy. Heraklion will probably be the leading port in the South ports’ group which is expected to include ports from Crete, Dodecanese and Cyclades.

By upgrading services and infrastructure, a great effort is taken for the port to fulfill its role as a port of national importance and as a center for shipping and cruise at the center of the Southeastern Mediterranean.

Heraklion is one of the two major ports of Crete, the other one being Chania, due west on the northern part of the island. Both ports have benefitted from the year round exports of agricultural produce of the island. If plans go ahead with the creation of a container terminal on the south Crete port of Tymbaki, there will be prospects of rapid growth of container traffic at Heraklion whose management team ranks among the best in Europe.
VOLOS

Present SSS Rating: Medium
Development Prospects: Average

From 1988 until today the port of Volos maintains the third position among the Greek ports for logistics operations. The port is located at latitude 39°, 20', 26'' and longitude 22°, 51', 03'' in the middle of Greece on its East coast facing the Aegean Sea.

All kinds of facilities of the port of Volos were handed over to the Port Authority by the Greek Government through the contract signed in November 2002. By the contract, the concession period shall be forty (40) years, extendable by ten (10) years maximum. The annual return for the concession is provided in Articles 5.2 and 5.3 of the contract.

Volos port has always been a port of secondary importance serving the need of ferries but also of the local manufacturing industry. It is a fishing port with a large privately owned oil terminal just outside the bay. Despite the lack of facilities the administration of the port does not hide its intentions to promote year round cruise tourism in hope to capitalize of the charms of the mountain Pilion, one of the most beautiful mountains in Greece.

Unlike other Greek ports mentioned in this review its EU significance will remain limited, unless there is peace in Syria allowing for the resumption of the operation of the regular line between Volos and Tartous. If that becomes possible, there are great prospects for rapid expansion of RoPax services but also conventional dry cargo services. Volos port is part of the city and consequently space for expansion is limited, nevertheless with a better layout cargo throughput could easily treble with modest investment requirements. This could provide a big boost to the exports of agricultural produce of the region with benefits to all concerned.

IGOUMENITSA

Present SSS Rating: Medium
Development Prospects: Very Good

Igoumenitsa until five years ago was a small provincial town of a few thousand inhabitants close to the Albanian border. Its port’s only purpose was to service RoPax traffic on its way from Patras to Italian destinations and provide the link with the island of Corfu.

All that changed overnight with the opening of Egnatia Odos, the super...
highway which now connects Turkey with the Adriatic. Now Igoumenitsa is a port of national importance with great expectations. Extensive land reclamation has increased port space by a factor of twenty compared with its earlier fishing character providing now berthing facilities for as many as eight RoPax vessels at a time.

The Igoumenitsa Port Authority provides primarily passenger and vehicle services. The port is basically for passengers traveling by ferry connection domestically and abroad. The domestic lines that run to and from Igoumenitsa are:

- Igoumenitsa - Corfu
- Igoumenitsa - Lefkimmi
- Igoumenitsa - Paxi
- Igoumenitsa - Patras
- Igoumenitsa - Kefalonia (during summer)

The international routes that run to and from Igoumenitsa are:

- Igoumenitsa - Ancona
- Igoumenitsa - Venice
- Igoumenitsa - Bari
- Igoumenitsa - Brindisi
- Igoumenitsa - Ravenna (occasionally)

Albanian, Croatian and Monte Negro connections will be established as soon as traffic volume allow. Given the lack of appropriate infrastructure and premises (neither Container Terminal nor Silos exist) handling of goods is not conducted, except for those carried on trucks and certain types of bulk cargo.

Port administration still betrays its provincial origins. The Authority is responsible for managing the land area of the port, maintaining and improving of buildings and technical installations, as well as their smooth operation. At the same time it leases to individuals offices and shops within the terminal, as well as outdoors under a concession contract signed between the Igoumenitsa Port Authority and the Greek State.

Despite limited space and relatively shallow waters the growth prospects of the port of Igoumenitsa are bright for the years to come as East/West road traffic expands with leaps and bounds. The port has vowed its intentions to also become a cruise port to benefit from calls of cruise vessels to the nearby port of Corfu, but also from cruise traffic in the Ionian and the Adriatic by virtue of being the nearest port of mainland Greece to Albania and Monte Negro.
Limassol Port, the main port of Cyprus, is the most eastern port of the European Union, being favorably located among three continents. Its strategic position, the accession of Cyprus to the EU, the expected lifting of the Turkish embargo as well as a possible solution to the Cyprus problem, are reasons which lend very optimistic prospects to the future of the port as well as to the cargo and passenger traffic through it.

Construction of the Limassol Port commenced in 1971, as a replacement of the Old port and thenceforth the expansion and upgrading of its installations continues, in accordance with strategic master plan of that time. The marine area of the port is one sq km and its land area is 1.3 sq km.

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<thead>
<tr>
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<td></td>
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<td>Passengers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ro-Pax</td>
</tr>
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<td>West quay</td>
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<td></td>
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<td>Ro-Pax</td>
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<td></td>
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<td></td>
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</tbody>
</table>
Limassol Port, a port of multiple uses, is the largest port in Cyprus, serving most of the island’s seaborne cargo and passenger traffic. Clients can engage in an extensive range of handling operations including cargo consolidation, break-bulk, storage, as well cruise handling. Available customs free zones could also be used for repacking purposes upon interest parties’ request. Port’s facilities represent an important link for transhipment and cruise traffic and since Cyprus is an important gateway to the E.U. trade and cruise block, all needed inspection facilities are provided that ensure smooth circulation of goods and people.

Expanding Capacity and Upgrading Facilities

Cyprus Ports Authority has always given priority to the creation of infrastructure and superstructure to respond to technological changes in shipping and to modern requirements of commerce. Having set high targets for Limassol port the Authority has scheduled or proceeds with the materialization of the following projects:

1. **New passenger terminal**

One of the strategic aims of the Cyprus Port Authority is to maintain and increase ports role as centres for passengers and cruise traffic. Cyprus Port Authority has always given priority to the creation of infrastructure to respond to demands of the cruise industry.

A new modern and fully compatible with the Schengen criteria passenger terminal is soon to be completed of a total 7,000 sq. meters area. The new passenger terminal includes one departure hall, two arrival halls, separated area for luggage handling and receipt, a glamorous restaurant at the 1st floor and big parking place as well as offices for providing all needed high quality services to visitors.

2. **Expansion of the south west quay by 500 m**

This project will include the construction of a suspended quay deck on driven metal piles into the sea bed. The new deck will be equipped with all necessary services and rail tracks for the new
cranes. Construction works are scheduled to be completed in 2014. The extension of the quay will help in the gradual geographical segregation of the port by transferring all cargo traffic activities to the western part of the port.

3. **New purchases**
   a. Purchase of a new tug boat.
      The deepening of the port for attracting larger ships means ships having a bigger draught (15m), bigger displacement (150000 tons) and larger exposed area. This necessitates the purchase of a new tug boat of larger horse power in order to help with the handling of larger ships.
   b. Purchase of a new pilot boat.
      The Authority will strength the equipment on site, by purchasing three new super post panamax gantry cranes and a new mobile crane.
   c. Upgrading of one of two Larnaca’s panamax cranes to a pos panamax crane and transfer and install both cranes on the west quay of Limassol port.

**LARNACA**

Larnaca Port is the second largest port of Cyprus and it is situated in the south-eastern part of the island. On the north side there are fuel product installations and at the south side it borders with Larnaca marina. An important advantage of the port and its cruising activities is the fact that at a distance of 6 kilometres lays Larnaca International Airport.

It is a multipurpose port and serves all kinds of cargo from unpacked (animal feeder, grain, gypsum), conventional (lumber, iron, fertilizers, automobiles), oil products to cruise passenger through its modern passenger facilities.

In an attempt by the Authority to establish Larnaca Port and Marina, into a major cruise passenger and tourist destination, CPA has proceeded with the project for the redevelopment of Larnaca Port and marina. The project will substantially benefit Larnaca city and Cypriot economy in general.

<table>
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<td>Containers General Cargo Liquid Bulk Solid Bulk Ro-Ro Ro-Pax</td>
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</table>
Future expansion plans

In an attempt by the Authority to establish Larnaca Port and Marina, into a major cruise passenger and tourist destination, CPA has proceeded with the redevelopment of Larnaca port and marina.

The project is expected to substantially benefit Larnaca city and in general, Cypriot economy, and is estimated to be completed in 7 years from the day of the contract signing.

The port’s basin will be extended and will thus be enabled to acquire a turning cycle of 500m. Initially, the marina will have a capacity to serve 450 recreational boats, the same as today, though larger ones of 10m. depth will be able to berth. The Marina developments once completed, will allow the port to serve up to 1000 boats. The land area development includes the construction of blocks, hotels, establishment of green and other types of recreational

VASSILIKO

Vassiliko is the main port for bulk cargo of industrial origins and dirty cargo, such as animal feed, wheat, coal, perlite, cement, soil, gravel, scrap iron and cement, to and from Cyprus by sea.

Next to the port’s land area, the creation of an energy centre has been decided by the government. Development plans for Vassilikos include the construction of a major oil and gas import and distribution terminal, which is set to be completed in 2014.

Scheduled Expansions

1. Oil and Gas Terminal - Storage tank farm

A unit of one of the world's largest energy traders Vitol will complete construction of an extensive storage tank farm in Cyprus by the end of 2014, an investment which will turn Cyprus into an energy hub.
The 220 million euro project in the Vassiliko area on the south coast of Cyprus will create terminal capacity of 643,000 cubic meters (with the completion of the second phase) to hold gasoline, diesel, jet fuel, gasoil and MTBE.

Phase one of the project is well under way, creating an initial 20 tanks and a capacity of 357,000 m³. This is scheduled for completion at the beginning of 2014. Phase Two will create an additional 8 tanks and extra capacity of 286,000 m³, and will be completed in the second quarter of 2014. A Third planned expansion would bring the total capacity at VTTV to 858,000 m³ and the tanks to 40.

VTTV expects it will serve 550 ships per year when it is fully operational. It is constructing a four-berth 1.2 km long jetty capable of loading or discharging 1,250 m³/h, and serving larger suezmax vessels.

2. **LNG Plant at Vasiliko and Subsea Pipeline**

The jewel of the planned Vassilikos Energy Centre will be a liquefied natural gas (LNG) plant. The LNG facility will initially utilise natural gas from Cyprus’ fields and later from other Eastern Mediterranean Energy and Environment reserves to produce LNG for export to Europe and possibly to other international markets via LNG carriers.

Cyprus plans to build a US$6 billion LNG terminal on its southern coast to process natural gas from offshore fields now under development. Furthermore, the island pans to build a subsea pipeline from Aphrodite which will cost another US$4 billion. Cyprus expects to start construction of the subsea pipeline and the LNG Plant at Vasiliko early in 2016. In 2020 the LNG Plant is expected to be operational, starting LNG exports to Europe and other parts of the world.

The initial construction phase of the LNG plant and the first train will take four years, but government will be adding more trains. A train is the equipment needed to liquefy the gas and export it from one offshore block, with capacity of about 5 million tonnes of LNG per year. Noble and Delek will be the first one to have a train to the plant, soon after Eni, Kogas and Total will be adding their trains, then possibly Israel and Lebanon. Currently, there is sufficient land to build three trains, but there is potentially more land to be secured by the government to construct around eight trains, which are necessary as we need at least one train per gas field. The companies themselves will finance their trains, but we are exploring financing possibilities for the extensive infrastructure on land.
With the timely establishment of the LNG Plant, Israel and Lebanon should also be able to bring their gas to Cyprus for liquefaction, making it possible to create a world class LNG hub at Vasiliko (and potentially other gas or energy dependent industries).

With our significant reserves, an LNG hub in Vassilikos would provide a good conduit of gas to Europe from a fellow EU member state. To put it into context based on current projections, by 2025, Cyprus could be in a position to export 25 million tonnes LNG (35 bcm) per year, starting with 5 million tonnes (7 bcm) by 2020. This could rise to 35 million tonnes (50 bcm) per year if Vasiliko becomes an LNG hub for the region. As a result, by 2025 Cyprus and the Levantine Basin could supply 50% of the additional gas needs of the EU. This is a significant contribution and Europe should recognise this as a separate secure source of energy.

These investments are immense of importance because it will make Cyprus a transit centre of energy products trading, through the import, export and trans-shipment of oil products from and to the international market. Concurrently, trade with the East Med and European markets will be developed and partnerships to provide storage options for the inland market and strategic stock obligations will also be possible.

CROATIA

Regarding the SSS in Republic of Croatia there are three main ports in the Republic of Croatia: Port of Rijeka, Port of Split, and Port of Ploče.

RIJEKA

Port of Rijeka is the largest and the most important port in the Republic of Croatia and its effect on all transport modalities is direct. It is situated on the well sheltered Bay of Rijeka and because of its geographic and geotraffical position, this port has become an important transport and industrial center as well as main transit port in Croatia. Thus, Port of Rijeka has objective opportunity to attract transit cargo from hinterland countries and towards them which should serve as a foundation for its future successful development. Gravity zone of the port includes a complete Croatian territory while considering the transit importance of the Port of Rijeka, gravity area covers the following countries: Austria, Hungary, Czech Republic, Slovakia, Serbia and Bosnia and Herzegovina.
SPLIT

As the largest economic and transport center in Dalmatia, Port of Split has an exquisite importance for a transit origin-destination transport of all modes (maritime, road, railway, air transport). Port of Split is located in the middle Adriatic and it is the biggest port in Dalmatia. In the middle Adriatic, mountain range Dinara is spread in west-east direction which coincides with the direction of the spread of islands and channels in this territory.

PLOCE

The Port of Ploče is located in the southern part of the Adriatic Coast at 43° 03’N and 17°26’E and has therefore been proclaimed, by a decision of the Croatian Government, a cargo port of special importance for the Republic of Croatia. Owing to its location, this port is of exceptional significance for the economy of the neighboring state Bosnia and Herzegovina, as well as for the partners from Serbia and Montenegro, Hungary and other countries of the Central Europe.

MALTA

Maltese ports are managed by the Ports and Yachting Directorate. It has a regulatory role in monitoring the maritime activities which take place within ports, the internal and territorial waters of Malta and also manages port facilities which are under the control of the Authority, including yachting and mooring facilities. The Directorate is primarily responsible for ensuring that port users and service providers comply with legislation and contractual obligations, while at the same time promoting the efficient use of our ports and maritime facilities. It also ensures the achievement of the right balance in the use of our waters for leisure and commercial operations.

The Ports and Yachting Directorate is responsible for:

- The promotion of port services and maritime activities;
- Preservation of good order in the internal and territorial waters, including safety of navigation;
- Registration of small ships;
- Prevention and control of pollution, including the control of ship-generated wastes;
- The provision of a safe and efficient maritime transport system;
- Ensuring the provision of technical nautical services, fire fighting facilities, supplies and other ship requirements;
- Licensing of marine commercial craft;
The Ports and Yachting Directorate is also responsible for the collection of maritime data with regard to Directive 2009/42/EC on statistical returns in respect of carriage of goods and passengers by sea. It continuously liaises with ship agents and operators to provide data in a timely and accurate manner in view of assuming its obligations to provide the information as required by the National Statistics Office and Eurostat. The information collated is used for internal purposes and also upon requests by third parties, assisting stakeholders in market research and forecasting purposes.

The main statistics are given in a number of tables further on. Some highlights are the following:

- During 2012 the total number of cruise passengers visiting the Maltese Islands stood at 611,757, up by 10% over the previous year. Furthermore, 80”% of cruise visitors came from EU states – 32% from Germany and 20% from Italy. 32% of passengers from non-EU states came from the United States. There were 335 cruise liner calls to the Maltese Islands in the last 12 months, an increase of 17 vessels when compared to 2011 levels. Out of these, 14 cruise vessels with 3,539 passengers onboard visited Gozo.

- The number of ferry passengers has slightly decreased from 258,692 to 256,960 over the previous year. The main contribution was the increase in passengers which arrived on humanitarian purposes during 2011 due to the Libyan crisis.

- Unitised cargo continued to register an increase in volumes in the Port of Valletta. Trailers at the Port of Valletta continued to register increase by another 15% this year, from 67,122 to 77,154 over the previous year. The Malta Freeport has maintained last year’s record levels at more than 2.3 million containers (Twenty-Foot Equivalent Units or TEUs).

- The number of ship calls slightly decreased over the previous year, from 11,746 in 2011 to 10,491 in the last 12 months.

- The number of visiting foreign yacht at Marinas amounts to 1,972 yachts during 2012.

- In the last 12 months we continued to experience good results from operations of the oil industry. In fact, 3 oil rigs were reported last year, one entering Bighi Bay, another at Parlatorio Wharf and another within territorial waters.
VALLETTA

The Grand Harbour of Valletta is one of Malta’s main port, and one of the most spectacular natural deep water harbours in the Mediterranean. This port, girdled as it is by an uninterrupted line of historic fortifications of massive proportions, is a popular port for cruise passengers and the related growth in the cruise industry. It is also acts as a safe and secure heaven for seafaring vessels of all types and sizes. The Grand Harbour also offers a comprehensive service covering practically all maritime requirements; a service that reflects the knowledge, commitment and attention that the Maltese maritime community is today well renowned for. The Port of Valletta is also a multi-purpose port equipped to offer a large spectrum of maritime services including:

- various cruise/ferry and cargo berths
- specialised grain and cement silos
- petroleum installations, bunkering facilities
- ship repair and building yards
- ship chandelling
- reception facilities
- other ship related services

Warehousing and open storage facilities are available throughout the port area.

MARSAXLOKK

The other main Port, Marsaxlokk, consists of the container terminal and industrial storage facilities which are operated by the Malta Freeport Terminals. It also houses the storage facilities of oil products terminal operated by Oiltanking Malta Limited. At this Port, Enemalta Corporation is the public entity responsible for power generation and the import of petroleum for the local market. The Gas Installation is located within this port with its LPG bottling and storage facility located at Benghajsa and operated by Gasco Energy.
There were various developments recently at Malta Freeport.

In the last 12 months, one of the world’s largest containership berthed at Malta Freeport’s Terminal. CMA CGM Marco Polo has a length of 396 metres, a width of 54 metres and a draft of 16 metres, with a carrying capacity of 16,000 TEUs and is equipped with all the latest environmental technologies.

Maersk Line, the world’s largest shipping line which last year chose to shift its central Mediterranean hub port from Gioia Tauro to Malta Freeport Terminals recently introduced several new services which are calling regularly at the Freeport. These include the mainline services ‘AE20’ and the ‘Aegean Sea Service’ and the feeder services ‘L28’ and ‘L45’.

The mainline service ‘AE20’ is now calling eastbound between Asia and Europe on a weekly basis. This service already calls at Malta Freeport westbound, also on a weekly basis. Ten vessels with a maximum carrying capacity of 9,600 TEUs are deployed on this service.

Another service which started calling recently on a weekly basis at the Freeport is the ‘Aegean Sea Service’ which is operated by Seago Line, a liner company which since 2011 started handling the Intra-European container activities on behalf of the Maersk Group. In North Europe, the ‘Aegean Sea Service’ is covering the main markets and offers connections from Felixstowe, Bremerhaven and Antwerp. Undoubtedly, the addition of the weekly connection from the port of Felixstowe will be welcomed favourably by the local entrepreneurs as this connection offers them a transit time of just 10 days from Felixstowe to Malta Freeport. This service also offers a comprehensive coverage of ports in Turkey and connections to Piraeus and Valencia.

Seago Line is also using the Freeport’s facilities on a regular basis for two Feeder Services, namely ‘L28 Service’ and ‘L45 Service’. These two services strengthened Malta Freeport’s connections with the Libyan market which is now being served by an increasing amount of carriers. The ‘L28 Service’ offers a shuttle service to Benghazi from Malta Freeport whilst the ‘L45 Service’ provides a number of port connections in Libya and Tunisia.

On April this year, Malta Freeport Terminals announces the call at its facilities of the Large Car Truck Carrier (LCTC) of Wallenius Wilhelmsen Logistics, m/v Fedora. The vessel berthed at Terminal One North Quay and around 500 vehicles were discharged with the operation taking a significantly short time to complete. Indeed, Malta Freeport’s facilities are fully geared up to handle efficiently such operations and the Company has extensively marketed its facilities over the years with car carrier operators. M/V Fedora has a capacity of 8,000 cars and was built to the highest class of Lloyd’s Register of Shipping. It has a length of 227.8m, a beam of 32.26m, an air draft of 51.98m and a gross tonnage of 71,583.
Wallenius Wilhelmsen Logistics (WWL) is a world leader in the transportation of cars. Last year WWL transported 4.3 million units, 1.8 million by sea and 2.5 million inland. The Company has 60 modern car carriers and Ro-Ro vessels in operation, servicing 13 trade routes to six continents. WWL employs 3,500 employees worldwide with offices throughout the Americas, Asia, Europe and Oceania. Their services range from global ocean transportation using highly advanced and flexible vessels, to storage and port distribution centres, port processing, inland distribution and complete supply chain management, offering a reliable, on-time delivery from factory to dealer. Wallenius Wilhelmsen Logistics is represented in Malta by Gollcher Group.

OTHER PORTS

The Port of Marsamxett accommodates leisure boats and provides a wide choice of cruises and excursions such as the newly introduced ferry service operating from this port to Sliema Ferries.

The second largest island is Gozo which can be reached from Malta by ferry from the ports of Cirkewwa and Marsamxett. The main port in Gozo is the Port of Mgarr, which is the largest fishing port on the island. In addition to the ferry terminal, the Mgarr Harbour in Gozo (together with the corresponding Cirkewwa harbour in the north of Malta) is vital for the economic development of this second largest island in the Maltese archipelago. In view of its double insularity, Gozo has to bear the higher cost of transportation since manufacturing companies operating from this island have the cost of the international sea leg and the ferry service between Malta and Gozo. Similarly, the island’s insularity impacts the cost of passenger transport. Mgarr Harbour also serves as a mooring station for fishing and locally-owned boats, and a yachting centre. Occasionally, the latter harbour is also used for the berthing of small cruise liners and cargo vessels.

The Port of Cirkewwa is a ferry terminal comprising of a passenger-handling building with gangway connections to the ships for foot passengers; vehicular marshalling areas; parking and land transport facilities; access and circulation roadways and ancillary buildings. Passenger and vehicle service is provided all the year-round between Mgarr Harbour (Gozo) and Cirkewwa (Malta) by Gozo Channel. This company offers a comprehensive RoRo Passenger service for foot passengers, car and car passengers as well as cargo vehicles, including hazardous cargo.

St Paul's Bay is also designated as a port in terms of the Ports and Shipping Act. This port is mainly used for the mooring of pleasure craft and fishing boats.

BULGARIA

VARNA

Varna is a multi-purpose port with modern facilities and specialised quays working round the clock. It handles all types of cargo, including liquid. However, the typical features of the port is the handling of grain, containers, chemicals and general cargoes. By the total volume of these sorts of cargo, Port of Varna is the indisputable leader in Bulgaria.
Main characteristics as follows:-
Berths: 32
Total quay length: 5,601 m
Open-air storage area: 240,800 m²
Warehouses: 77,500 m²

Port of Varna has 9 specialised terminals for its main line of business — 3 in Varna East and 6 in Varna West respectively. Each terminal is provided with adequate equipment and storage space for the handled goods. Typical for Port of Varna is that with the exception of those berths which are dedicated for particular type of liquid or bulk cargo or containers, all other berths are multi-purpose and are used for handling of general goods and other cargo types (for example kaolin, silica sand, chamot, sugar, etc.)

Containers & Ro-Ro Terminals
Varna is the biggest Bulgarian container gateway. It has 2 container terminals — one in each port of Varna East and Varna West. The terminals serve mostly the feeder lines of the Mediterranean and the Black Sea.

Varna East Container Terminal
Stacking area: 45,000 sq.m
Capacity: 1800 TEU  Quay length: 338 m  Max depth: 7.5 m

Varna West Container & Ro-Ro Terminal
Stacking area: 70,000 sq.m
Capacity: 5800 TEU  Quay length: 500 m  Max depth: 9 m

Grain Terminals
Port of Varna East is the main gateway for Bulgaria’s grain exports, including wheat, maize, sunflower and barley. Berth 7 is the most frequently used berth to accommodate large vessels (up to 50,000 GT). Number of berths: 7  Quay length: 981 m  Max depth: 10.80 m

Coal & Clinker Terminal
Three of the berths in Varna West specialize in handling of coal, coke, petro-coke and clinker. Number of berths: 3  Quay length: 430 m  Max depth: 10.50 m

Cement Terminal
Most of the cement is exported in bulk via berth No. 10 in Varna West. Shipment and loading are carried out by specialised cement trucks which are discharged directly into the ship. Number of berths: 2  Quay length: 375 m  Max depth: 10.50 m

Soda Terminal
Soda (light or heavy) in bulk, bags or big bags forms a considerable share of cargo traffic at Port of Varna. Number of berths: 2  Quay length: 363 m  Max depth: 9.50  Shiploaders: 2
**Liquid Chemikals Terminal**
This is the first independent terminal for liquid chemicals in the Black Sea region. It was built in 2001 by the joint venture Oiltanking Bulgaria AD in compliance with all environmental requirements. Quay length: 200 m Max depth: 10.50 m Railways: 2
Rail unloading station, capacity: 2000 tons per 24 hrs Ship loading facility: 600 tons per hour
Tanks: 3 with total capacity 18,000 cubic meters

**Passengers & Boats Terminal**
The Passenger Terminal, also known as the Sea Station, is located at the entrance of the oldest port facility – Varna East. It has a modern lounge to welcome the passengers, 2 berths for cruise vessels and small marina operated by the Port of Varna Marina Club. The Passenger Terminal allows for passenger ships with LOA 240 m up to 53,000 GT. Number of berths: 2  Quay length: 354 m Max depth: 8.50 m

Petrol Port Terminal, Prista Oil Terminal, Lesport Terminal, MAE Port Terminal, Odesos Port Terminal, Varna Ferry Terminal, liquid **Chemicalsuid C**

**BURGAS**

General cargoes of all kinds, metals, wood, paper and foodstuffs are handled in Terminal East. Also, due to operational reasons, bulk cargoes – coal, sugar, ammonium nitrate and small shipments of concentrates could be worked. Mooring berths 14.

**Passengers & Marina Terminal**

**BMF Port Terminal East** covers an area of 419,468 m² and includes 10 berth places. The total length of the berth front is 1,592 m and the maximum depth is 15.50 m, which allows it to receive large vessels. Terminal West handles generally metals of all kind, RO-RO and container traffic. A modern cold storage facility is built on port’s area. Mooring berths 6

**BMF Port Terminal West** is covering an area of approximately 64 hectares (including the warehouse complex “Lozovo”), offering 6 berths with total length nearly 1.1 kilometers and water depth up to 11.00 meters.

**BMF Container Terminal** is situated at BMF Terminal West and it includes two berths for container vessels – No 23 and 24, with allowable draught alongside of 11 m. The dedicated area is about 60,000 sq m with 1,330 ground slots. The boxes are stowed on 3 - high.
The reefer installations include 60 plugs for such kind of containers.

**BMF Cold Storage:** BMF Port Burgas is a leader in cargo operations of all kind of temperature-controlled goods. The available cold storage has a capacity of 10,000 tons, divided into seven halls, which dimensions are shown above. It is designed for all kinds of deep frozen and chilled goods, requiring temperature range of -26 °/0°+17°C. HACCP system implemented.

The cold store covers 7,000 sq.m. The warehouse area is 5,280 sq.m and cooling volume of 52,800 m³. The maximum allowable height of goods is 6.80 m.
Fish Port Terminal: Multifunctional/Multipurpose port terminal The Port disposes of 3 berthing places: 1st berth place - a limited draught of 6,00 metres; 2nd - 7,50 metres; 3rd b - 8,50 metres.

Fish Port Terminal handles annually up to and more of 200 000 tons with the predominant cargo of citrus fruits; non-ferrous metals and steel; liquid non-petroleum products; chipboards; plaster products; palletized cargo; bulk cargo.

KRZ Port Terminal: Multifunctional / Multi purpose port terminal The total built 4 ship’s berths with corresponding equipment, including wide range handling equipments, as well as with the universality of the warehouse equipments to them, don’t have strict specialization and could be used as equipment with general function for handling both general and bulk cargoes.

Liquid / Petrol Lukoil Terminal: Specialized port terminal “Rossenetz” is situated in the Burgas Port bay 3 miles southeast of the port of Burgas. Two berths Pier 1 The depth in front of the pier is 9,80 m and there can berth tankers of length up to 180 m and maximum draught 9.60 m; Pier 2 The depth in front of the pier is 12,30 m. There can berth tankers of length up to 260 m and maximum draught of 12.00 m.
2. New Services in the Region

This section describes recent new services in the region which are worth mentioning.

**New Container Call to ports of Varna and Burgas**

COSCO - The China Ocean Shipping Company entered the Bulgarian container market. Three Stars Ltd.-a subsidiary company of Bulgarian shipping freight forwarding agency Trident Freight - is a new exclusive line agent for Bulgaria of the COSCO Container lines (COSCON). Contract is signed and from the beginning of April 2013 Three Stars Ltd. offers the new service of COSCON. In the near future two feeder vessels/ships will make the call - from COSCO Piraeus Container Terminal to Port of Varna and to Port Burgas too (in 2014). Trident Freight/Three Stars propose to clients well organized transport of FCL containers for sole cargo and transport of LCL containers, containing small different parcels for more clients, taking into consideration the clients’ demand for attractive price and transit time.

**New Ferry Ro-Ro Service Varna-Kavkaz / Samsun**

New Bulgarian ferry was on the water in Varna Shipyards' MTG “Dolphin”. In the factory ship was extended, widened and significantly modernized. So totally improved ship can carry 42 wagons on the upper deck and on the lower 25 trucks. New Bulgarian ferry will offer luxury cabins for crews of the trucks. With the commissioning Bulgarian company "Varna Ferry" will fulfill its obligation as a native carrier Bulgarian-Russian agreement for ferry service between Port Varna and Port Kavkaz. The forthcoming inclusion of Bulgarian ship in ferry line Varna-Kavkaz will help to increase the cargo turnover at Port of Varna. Ferryboat "Varna" will do about 50 full courses (Varna - Kavkaz - Varna) annually. That means more than 4,000 wagons and more than 2,000 trucks, further processed by Varna Ferry Complex.

**Valmer Lines opens new shipping line between Israel and Fos**

Valmer Lines, based in Malta, brings together specialists of maritime transport in Israel. Valmer Lines, a newcomer to the containerized liner shipping, inaugurates a service from Fos-sur-Mer (Grand Port Maritime de Marseille) to Haifa and Ashdod in Israel. The service will be operated by two vessels, "Elena Sibum" and "Aquarius" with a capacity of about 600 teu, which also accept refrigerated containers. The aim is to convince producers of fruits and vegetables in Israel (which once loaded on ships of Agrexco) to pass through
Marseille and Sète rather than opt for a direct service. The handling of the vessels will be assigned to Seayard Féron of Clebsattel.

**CMA CGM starts a new service between Turkey and Egypt to Russia**

CMA CGM announces the launch of a new seasonal service for the transport of citrus exports from Turkey and Egypt to Russia: "Citrus Express." The vessels deployed from November 2, three 1100 TEU (Twenty Feet Equivalent, standard size container) ships on the following rotation: Port Said, Mersin, Istanbul (Ambarli), Novorossiysk, Gemlik and return to Port Said. Mid-February at the end of the citrus export season in Turkey and the beginning of the season in Egypt, a new Egyptian port will be included in the rotation, which will serve the Port of Damietta, Istanbul, Novorossiysk, and Gemlik Port Said before returning to Damietta MER ET MARINE.

**A new passenger/private car and cargo ferry service from Malta to Salerno via Augusta**

Gollcher Group in cooperation with Grimaldi Holdings of Genova, have concluded a new passenger and private car ferry from Malta with a stop in Augusta, Sicily, and going up to Salerno, thus reducing a substantial amount of kilometres to those travelling further north, or to that area itself.

The ship being used is the Audacia, which is a modern Ro-Ro/passenger ship built in 2007 with a length of 199 metres and a beam of 34 metres. Gross tonnage is 25058 and a deadweight of 8500 tons. Capable of a top speed of 23.1 knots, the ship promises relatively short voyages.

During summer, the vessel will arrive in Malta every Monday, Wednesday and Friday and will leave Malta every Monday, Wednesday and Friday.
3. Other Existing Services

Shortsea Shipping / Feeder Services to Bulgarian Sea Ports Varna / Burgas

1. Rotation: Istanbul-Burgas-Varna-Istanbul
   Ships: 1 Vessel
   Customers: MSC, NORAsia
   Frequency of Call: Weekly

2. Rotation: Istanbul-Burgas-Varna-Istanbul
   Ships: 1 Vessel
   Customers: MAERSK
   Frequency of Call: Weekly

3. Name: Black Sea Express
   Rotation: Haifa-Limassol-Constanta-Varna-Istanbul-Izmir-Gemlik
   Ships: 3 vessels
   Customers: ZIM
   Frequency of Call: 11 days

4. Name: Black Sea 1 Feeder
   Rotation: Malta-Varna-Constanta-Odessa-Novorossiysk-Poti-Trabzon-Odessa-Constanta-Varna-Malta
   Ships: 3 vessels
   Customers: CMA, UFS- Slots
   Frequency of Call: Weekly
5. Name: Cagliari-Black sea  
Rotation: Cagliari-Izmir-Istanbul, Odessa-Varna-Istanbul-Cagliari  
Ships: 2 vessels  
Customers: HL, ARKAS, YML  
Frequency of Call: 9 days

6. Name: Turkich Cobotage Service  
Rotation: Istanbul-Gemlik-Varna-Istanbul  
Ships: 1 vessel  
Customers: HL, ARKAS, YML  
Frequency of Call: 7 days
7. Name: Black Sea Express  
Rotation: Piraeus-Novorossiysk-Constanta-Varna-Istanbul-Piraeus  
Ships: 2 vessels  
Customers: Evergreen, COSCO, K-Line, China Shipping, NYK, HL, ZIM, OOCL  
Frequency of Call: Weekly

8. Name: Black Sea Service Seago Line. 
The Black Sea service has been specifically designed for fast transportation of reefer cargo into the Black Sea area. It will offer direct weekly calls from Mersin and Ashdod to Novorossiysk, providing our customers with reliable weekly coverage between these ports. The rotation will be as follows: Ashdod-Mersin-Novorossiysk-Ashdod.

Short Sea Ferry/Ro-Ro Services

Ferry Agreement Bulgaria-Ukraine-Georgia  
Common multimodal transport company between Bulgaria-Ukraine-Georgia

First Ferry Service: Navigation Maritime Bulgare Ferry Services

Two identical ferryboat vessels operated by NAVIBULGAR, each with total carrying capacity of 108 waggons/900 cars/100 motor trucks up to 16m length operate the regular lines: (1)Varna - Batumi - Ilichevsk – Varna; (2) Ilichevsk - Batumi – Ilichevsk; (3) Ilichevsk/Kerch - Batumi - Ilichevsk/Kerch; (4) Derince - Ilichevsk - Batumi - Ilichevsk - Derince  
The trade name of Navibulgar's ferry line forwarding branch is FERRYSPEED. It provides a "door to door" carriage of all types of cargo (railway rolling stock, trucks, and containers, passengers, deck cargo and cars) to and from Ukraine, Belarus, Kazakhstan, Uzbekistan, Georgia, Armenia, Azerbaijan, Iran, Afghanistan, Turkey, Greece, Macedonia and Serbia, using railway, maritime and auto transport. Ferryspeed together with Company partners offer several transport schemes for cargo shipment from Europe to Transcaucasia and Central Asia. Main advantages of Navibulgar’s ferry service: Possibility of cargo transportation without trans-shipment guarantees; Higher safety and speed of delivery in comparison with traditional shipments; Flexible tariff policy, based on the progressive discount system; Single payment for a multimodal transportation
Service Coverage in Croatia

Ro-Ro services

Port of Rijeka – Split\(^1\), Dubrovnik\(^1\)
Port of Split – Ancona, Rijeka\(^1\), Dubrovnik\(^1\)
Port of Ploče – there is no ro-ro services

\(^1\)seasonal from 01.06.13 till 30.09.13

Container services

Port of Rijeka - Taranto, Gioia Tauro, Ancona, Ravenna, Venice, Trieste, Koper, Split, Ploče, Bar.
Port of Split – Taranto, Ancona, Ravenna, Venice, Trieste, Koper, Rijeka, Ploče.
Port of Ploče – Taranto, Gioia Tauro, Ancona, Ravenna, Venice, Trieste, Koper, Rijeka, Split, Bar.
4. Projects

MALTA

EEA Norway Project (2009 - 2014)

In the last 12 months, a proposal was put forward in order to address the possible gaps in training at National Level with respect to Oil Pollution Prevention and Response as well as gaps in the current version of the National Marine Pollution Contingency Plan 2009 (NMPCP 2009). The project was expected to start in the last 12 months, however will now commence in 2013. Background work to ensure the success of the project has been carried out in the last 12 months. Awaiting official confirmation of project approval.

Calypso Project

The CALYPSO project is being led by the University of Malta under the Italia – Malta 2007 – 2013. The latter has been ongoing since 2011 and should be completed next year, 2013. The local partners in the project are TM (Head of the PIR Unit is one of the Work Package Leaders) AFM and CPD, where TM is also a financing partner. Sicilian partners participating including the Universities of Palermo and Catania, Italian Coast Guard, Guardia di Finanza etc. In the last 12 months, the projected installation of the HF radar system to monitor sea surface currents in the Malta Channel has been achieved in Malta. The first data received was used during the MALTEX 2012 annual exercise in order to model the movement of oil on the sea surface.

MEDNET

The new EU legislative instrument on vessel reporting formalities was adopted on 20 October 2010 and this will have an impact on the operations and responsibilities of the Directorate. The Port Formalities Directive is part of the initiative of the European Commission to establish a European maritime transport space without barriers designed to harmonise and simplify administrative procedures in respect of Short Sea Shipping within EU waters. This Directive includes the obligation to establish a maritime single window by 2015 which aims at providing a common platform for such systems as SafeSeaNet, e-customs and other public authorities’ IT systems dealing with the clearance of vessels and their cargoes and passengers.

It is envisaged that the Malta Maritime Single Window will be a single e-maritime platform which will be capable of receiving information from the shipping industry, mainly ship agents and ship owners/operators, and which will be made available to the government authorities dealing with the clearance of vessels in and out of Maltese ports, such as Customs, Border
Control agencies, Veterinary Services and Port Health. Malta is obliged to invest in a Maritime Single Window so that all reporting formalities by vessels are carried out through this system.

In view of the implementation of the Port Formalities Directive, Malta is participating in the MEDNET project, through which will:

- Commission a study to analyse the current legislative requirements that need to be included in the Single Window system;
- Determine the present level of electronic systems operated by the different public authorities;
- Assess any bottlenecks that will hinder the implementation of the National Single Window;
- Identify best practices in place;
- Assess the current PortNet system and carry out a needs analysis of how this has to be updated to cater for the functionality of a National Single Window application;
- Mapping of requirements into functional requirement; and
- Study the possibility of extending the Single Window to other port business stakeholders including terminal operators, shipping and freight forwarding agencies.

**PPRISM**

Malta has been participating in the Port Performance Indicators: Selection and Measurement (PPRISM) project. This project, lead by ESPO and participating through the ESPO’s Technical Committees meetings, especially of the Economic Analysis and Statistics Committee, is an EC co-funded project. It was successfully concluded earlier this year, leading to the publication of a European Port Performance Dashboard.

Together with the academic partners that participated in PPRISM, ESPO has now decided to join a consortium that will apply for a follow-up project under the 7th Framework Programme (FP7).

The new project is expected to develop a ports observatory with a set of indicators measuring EU ports performance, activities and developments. The results of the PPRISM project and other relevant work, including failures from past projects, should be taken into account. Indicators should initially be identified across the five main categories that were established under PPRISM. Starting from a limited set, focusing on the five different categories, forward-thinking should seek possible extensions and elaborations of the set of indicators. This collaborative action should go beyond port authorities and develop an approach to obtain data from the whole port community. At the same time, it should ensure that inland ports are also covered by the observatory.
To ensure this broader focus, we have invited relevant EU stakeholder organisations to join the consortium as associate partners. EFIP, ECSA, ESC, CLECAT and EMPA have already confirmed their willingness to do so.

BULGARIA

**Black Sea Cruise Shipping**

New trend in Black Sea Cruise and Ro PaX Common policy - Black Sea Cruise Shipping Brand Strategy; Cruise ports modernization; International cooperation Med Cruise.

Signed on 13 March 2012 Memorandum between the ports of Burgas, Odessa, Istanbul, Batumi and Sevastopol and Royal Carribean Corporation for creating and promoting new destination "BLACK SEA CRUISES”

Port of Burgas received an official letter of invitation from the key players in the Memorandum on the establishment of destination "Cruises Black Sea" ("Cruise Black sea" Association – CBSA).

After final negotiations with major American cruise companies, has attempted to decision that the best place to register the Association in Bulgaria.

Record 58 cruise ships will dock at the port this year, on board so far claimed 27 700 passengers.

The first visit was with ETA October 5, 2013 for a passenger "Celebrity Constellation" with the following parameters: length 294 m, width 32 m and draft of 8m., 2000 passengers and 1500 crew.

**Objectives of Black Sea Cruise Association**

The main goal is to restore passenger shipping in the Black Sea region.

To increase number of cruise passengers to Black Sea Ports; To make several ports of the Black Sea a turnaround; To promote Black Sea ports on the international cruise market as Black Sea Cruise Destination united by one brand and one mission; To increase the efficiency of the Members by exchanging the information relative to the cruise passenger traffic, new developments within the industry, new techniques and technologies on cruise port development, organization, administration and management; To develop good relations and collaboration among the cruise ports, ship agents, ground operators and the cruise industry; To achieve a well balanced Association and Partnership with the ports of different sizes from the Black Sea region, but from different countries and cultures situated along the Black Sea coast as a natural form of international integration; To define, to set and to maintain the same high level of standards of the whole complex of cruise ships’ services, required by the cruise industry.
5. Direct Feedback

GREECE

BRIEF INTERVIEWS FOR THE STATUS OF THE SHORT SEA IN TWO GREEK PORTS

Port: Thessaloniki Port Authority S.A.
Name & Position: Dr. George Vaggelas, Advisor to the President and CEO
Date: 03/06/2013

Q1: What percentage of the port’s turnover constitutes SSS (including wet/dry/container cargo, cruises and RoPax services)?
55% (approximately)

Q2: What has been the development of SSS the last 5 years in your port?
Declining, due to the economic crisis.

Q3: Is the EU flags participation in SSS increasing/static/decreasing?
Declining due to the aggressive Turkish presence.

Q4: Does your port offer any special treatment in way of discounts and/or dedicated quays to shortsea operators?
Yes, to frequent users.

Q5: Which types of shortsea cargo you expect to show the highest growth in the next five years?
Steel coils and steel plates.

Port: Piraeus Port Authority S.A.
Name & Position: Yvonne Papachristou, Advisor to the President and CEO
Date: 03/06/2013

Q1: What percentage of the port’s turnover constitutes SSS (including wet/dry/container cargo, cruises and RoPax services)?
More than 60%.

Q2: What has been the development of SSS the last 5 years in your port?
Increasing moderately.

Q3: Is the EU flags participation in SSS increasing/static/decreasing?
Decreasing under non-EU flags competition.
Q4: Does your port offer any special treatment in way of discounts and/or dedicated quays to shortsea operators?

Not at the moment, an incentives plan is under consideration for transiting cargo ships. Discounts are available for frequent callers in the cruise and container terminals for all ships (not just short sea vessels).

Q5: Which types of shortsea activity you expect to show the highest growth in the next five years?

Cruises and containers.

CROATIA

Port of Ploče Authority Interview Feedback

In the port of Ploce there is no SSS, even existing ships of feeder services have not features of straight lines because they have no regularities in the sailing schedule. Certainly they would like to have SSS, and they are particularly directed to the Italian port (RO / PAX, etc.) In this sense, there are certain preparatory activities in the region Abruzzo (port Ortona) who accepted for the interest of the Italians about it, as well as trucks for Bosnia and Herzegovina, and Montenegro.

MALTA

Port: Port of Valletta - Malta.

Name & Position: Judith Agius, Research & Development Executive at Transport Malta.

Q1: What was the general state of the market in the past 12 months?

The shortsea market outlook in the past year improved from previous months.

Q2: What will the general state of the market be in the next 6 months?

The shortsea market outlook in the next 6 months will become better.

Q3: What are your comments on the shortsea market trends?

As from the statistics, the shortsea market trend is becoming better for the last 2 years. An increase in the volumes of units handled is delivered by a high quality service which meets the customers' needs.

Q4: What was the total volume of shortsea goods in 2011?

The total volume of shortsea traffic (in and out) in 2011 was 1,750,579 tonnes

Q5: What was the number of shortsea trucks/trailers in 2011?

The number of trucks/trailers that transit (in and out) through our port in 2011 was 42,054.

Q6: What was the number of shortsea containers in 2011?

The number of shortsea containers in our port (in and out) in 2011 was 9,073 TEU.
Q7: What was the total volume of shortsea goods in 2012?  
*The total volume of shortsea traffic (in and out) in 2012 was 1,828,165.*

Q8: What was the number of shortsea trucks/trailers in 2012?  
*The number of trucks/trailers that transit (in and out) through our port in 2012 was 44,596.*

Q9: What was the number of shortsea containers in 2012?  
*The number of shortsea containers in our port (in and out) in 2012 was 11,337 TEU.*

**BULGARIA**

First analytical information

There's a clash of personalities between the Black and Marmara seas, as Stevie Knight discovers.

Black Sea ports are looking at growth again, not least because the surrounding countries, bar two, are actually outside Eurozone. However standing at the gateway to future development is the Turkish Sea of Marmara, through which all Black Sea port traffic must pass.

Rather than lumping the Sea of Marmara together with the Black Sea, you should actually consider this area as “a well defined competitor”, says Andrew Griffiths of BMT.

Firstly, Mr. Griffiths points out that the Black Sea countries are starting from a very low baseline after the economic devastation of 2008 and 2009. It’s worth noting that Georgia’s projected 6% growth, Russia’s 4% and Ukraine’s 3% increase is still being driven largely by factors outside Europe: there’s a huge agribulk industry on the up with, for example, grain exports from the Ukraine going ‘all points east’, plus a rising steel draw from the UAE, Saudi Arabia and Qatar which is adding to volumes.

However, one big issue, as Mr. Griffiths says, is that large box ships could start to go from the Far East via the Suez Canal through to the Marmara ports then overland, avoiding the bottleneck of the Bosphorus entirely.

The Marmara region has some big developments on the boil: DP World is putting in a 1m teu terminal at Yarimca, and there is also Tekirdag Asyaport which is planned at 2m teu. There is the old Ambarli port which is gaining from an upgrade and a number of other facilities being planned further along the coast, so the Sea of Marmara has a projected capacity of 11.4m teu by 2020.

Steve Wray of OSC explains the strength of the Turkish economy is driving both domestic export and imports, reaching up from the lower end textiles to automotive units which arrive in parts and leave assembled. Despite the Euro’s recent troubles, and a little umming and erring from the EU about some of the country’s politics, Turkey still has a desire to get into the EU and foster trade relations. “If you are used to having extreme currency fluctuations and been forced to suffer a devalued lira a number of times, then being inside Europe could look a better bet,” says Mr Wray, including for attracting port investment.
However, operations even at the four largest Marmara facilities of Marport, Kumport, Yilport and Evyap aren’t doing as well as they could be, says Michiel Ybema of APM Terminals, with lengthy average container dwell times.

Imprecise evolution
He is, however, quick to point out that this isn’t down to lack of investment but more to the nature of how the ports started life: “At the moment there is no purpose built box terminal in the area, they are all conversions of ports that were originally built to handle different cargoes and vessel sizes.”

That means in some cases the yard areas are not designed to take the pressure from five or six layers of full containers, so the stacking height has to be limited. Mr Ybema adds the yards are often quite tight and sometimes have warehouses in the way, which makes it challenging to handle, store and retrieve containers.

Despite this, Mr Wray points out that if vessels continue to increase in size, they will favour deeper water terminals and larger landside areas. “This is one reason why Turkey is rising: Izmir and Ambarli have gained calls and it’s feasible that Turkish ports can recreate themselves at transhipment hubs, just as Constanta in Romania did in the past.”

Constanta itself probably hopes not. The port is hoping for a change of fortune as 2009 saw it peaking at 1.4m teu. A large part of its traffic was transhipment however and this just evaporated leaving 2010 volumes only reaching 556,000 teu.

A second box terminal which had reached the planning stage was eventually not put out to tender due to lack of interest, and DP World froze all expansion plans. Still, Mr Griffiths is certain that it’s a star that will rise again: “Constanta still has the biggest potential of any existing port in the area.” While the current capacity is 1.65m teu, by 2020 capacity will have risen to 3.4m teu.

One point is that it has land available for development unlike quite a number of the other city ports which have limited landside potential: for example, Varna in Bulgaria has expansion issues and despite Odessa’s size it’s going to be struggling for room against the city’s cruise and tourism development.

Interestingly, Constanta has a canal link, via Agigea to the Danube which passes fairly close to the city and goes on to Central and Eastern Europe. Romanian businessman Calin Petculesscu explains that the Danube already has bulk and container traffic, with a regular service as far as Budapest so DP World and, to a lesser extent, APMT (which has a multimodal facility there) both have an interest in developing this strand.

Mr Petculesscu adds that you can’t ignore that 1,250 km of the Danube winds through Romania, and already provides a link for both Romania and Serbia all the way from the Black Sea and up, Regensburg, to Rotterdam.

“The only problem is the draft,” he says, which is “variable”, adding that some deepening measures - including the link between the river and Bucharest - have already had EU grant
money, which unfortunately “evaporated”, leaving the job only half done. However, he is certain that the area, with its Danube link, is at the heart of a growth industry.

So, the dreams could be big. “Constanta lies only 700 km from the Suez so when – not if – all the links are put in place the port may even draw in lucrative traffic from the Asia to Eastern and Central Europe routes,” says Mr Griffiths. So, the dreams could be big. “Constanta lies only 700km from the Suez so when – not if – all the links are put in place the port may even draw in lucrative traffic from the Asia to Eastern and Central Europe routes,” says Mr Griffiths.

The obvious problem is that there are virtually no modern terminals on the Danube, and investment in container yards is sorely needed. “So what you have is the classic chicken and egg situation,” says Mr Griffiths. “Once links are in place you’ll see things start gaining momentum.”

However, there are murmurs of intrigue. Some sources say that it will never be allowed to develop as a short route from Far East, as the Turks are basically choking the Bosphorus for their own ends; while depth isn’t so much of a problem there are two existing low air-draft bridges in place and third being built. In short, it’s hard to ignore the fact that Turkey has an interest in limiting sizes through the strait as it means more traffic gets routed to Marmara

Second analytical information

A sea of opportunities Black Sea Ports

The 5th Port Finance International Black Sea conference brought together over 100 delegates from port authorities, terminals operators, banks, shipping lines, and consultancy firms in Istanbul in March to examine investment opportunities in the region. Gathered for two days in Pera House, the attendees discussed the growth potential of the area, the development projects in the Black Sea and Mediterranean ports, and the ways of funding them.

“For those who are going to invest in ports, there is no crisis in Turkey,” said Metin Kalkavan, chairman of the Turkish Chamber of Shipping. The country plans on tripling its exports by 2023 and its container trade has recorded a double-digit growth over the last decade, he said. “It is a great opportunity for investors.”

Turkey handled 387 million tonnes of seaborne cargo last year and that volume could reach 775 million tonnes by 2023, according to Firat Yemenecliler, general manager of Poliport, a private Turkish port on the Marmara Sea. He said that Turkey is the fifth European country in terms of maritime transport of goods, after overtaking Germany in 2009 and France in 2010. He predicted that Turkey would overtake Italy and Spain in 2016, the Netherlands in 2019 and finally the United Kingdom in 2023.

Towards a 30 M TEU capacity in Turkey

However, Huseyin Sipahioglu, Sea Port Consultant, warned against expanding port capacities too much. According to his calculations, Turkish ports today have a total capacity of 12.3 million TEUs (7M on the Marmara coast, 3.2M on the Mediterranean, 1.6M on the Aegean,
and 0.5M on the Black Sea). But they handled 7.2 million TEUs in 2012, meaning that they used less than 60% of their capacity. Current plans to build new container terminals and expand existing ones would bring the total capacity of public ports to 19.6M TEUs and that of private ports to 10.2M TEUs, Mr Sipahioglu said, wondering if Turkey needed a container handling capacity approaching 30 million TEUs.

Stephen Hanrahan, technical director at Ocean Shipping Consultants, noted that many projects are planned, especially in the Gulf of Iskenderun, but some of them “will never get to realisation stage because they are not bankable.”

Shipping lines, of course, favoured development. “We need more capacity,” said Turgut Aydincan, country manager for China Shipping Container Lines. Not just any capacity, however. Selcuk Gormezoglu called on terminal managers to focus on trans shipment so shipping lines can drop Jeddah and Malta. “All Black Sea countries depend on trans shipment operations,” generally carried out in Mediterranean ports, he noted, urging Turkey to get a significant share of that market. “Any trans shipment port established in Marmara would have a good business,” he said.

Jonathan Beard, CEO of Catoni, emphasised that Turkey is located on a main line trade route, adding that the country’s road and rail infrastructure is superior to that of its neighbours. What is more, “the privatisation of ports is now very much with us,” he said.

**Galataport bid this month, Derince auction this year**

Yesim Kurna, of the Turkish Privatisation Administration, gave the PFI conference attendees an update on the process. During the first phase, between 1997 and 2003, 13 ports were privatised, essentially small ports: Tekirdag, Rize, Ordu, Giresun, Sinop, Hopa, Antalya, Alanya, Marmaris, Cesme, Kusadasi, Dikili, and Trabzon. During the second phase, four larger ports were privatised: Mersin, Samsun, Bandirma, and Iskenderun. Privatisation has now entered its third phase and major projects include Istanbul cruise port (Galataport), for which the bidding date is April 30th. İzmir and Derince, whose tender had been cancelled, are back on the privatisation track. For İzmir, the cruise port and the container port will be privatised separately. Preparations for zoning are underway. The Derince container terminal should be put to auction towards the end of the year. Also in the third phase group are: Tekirdag port, Gulluk marina, and Kalamis Fenerbahce marina.

**About $7bn of investment is in the pipeline for port projects in Turkey, estimated Arda**

Akarasu, senior manager at TEB (Turkish Economy Bank), a subsidiary of BNP Paribas. From a bank’s point of view, ports are an attractive sector for infrastructure investment, he said, before listing the key elements for success as: close coordination between infrastructure institutions, clear separation of political and technical responsibilities, effective engagement between the public and private sectors, trust-based stakeholder engagement, robust information upon which to base decision-making, and strong capabilities across the infrastructure value chain.

Marten van den Bossche, senior partner at Ecorys, stressed that port infrastructure often requires large investments that cannot be completely recovered from revenues. He insisted on the importance of a Cost Benefit Analysis (CBA) that takes into account the economic
impact of a project – and not just the financial one. He explained that when a project is good economically but not financially (in the sense that the revenues will not cover the original investment), the European Union can award a grant. He also advised, if a loan is needed, to involve the EIB (European Investment Bank) early on in the process.

Since 2000, the EIB has lent over 19bn€ to Turkey, a quarter of which for transport projects. “We tend to be seen as a catalyst for the involvement of other partners,” said Gavin Dunnett, head of air and maritime at the EIB’s projects directorate. The EIB will fund maximum 50% of a project, through loans that can be direct or intermediated by local banks. Eligible projects include: new ports and terminals, rehabilitation or expansion of existing facilities, ports located on the Motorways of the Seas. The procurement process must respect principles of transparency and equal treatment.

“Tender has to be transparent,” also advised Pavlo Grabovets, senior investment officer at the IFC, the private sector arm of the World Bank. Besides that, investors should look for commercial sustainability, a fair allocation of risks between the public and private sectors, and step-in rights for lenders in case of default by concessionaire. Finally, “stay away from pharaonic projects,” he warned, especially if it is the first public-private partnership in the country.

**Around the Black Sea**

As far as container trade is concerned, Eastern Europe will be the fastest growing market over the next five years, predicted Eero Vanaale, consultant at Drewry. The ports of the region handled 2.6 million TEUs in 2012, with Batumi (Georgia) and Varna (Bulgaria) recording impressive growths (+61% and +59%).

For total cargo, the 2012 volume was 422 million tonnes, handled mainly in Russia (42% of the traffic), Ukraine (34%) and Romania (12%). If Novorossiyshk (Russia) remained by far the largest Black Sea port in terms of throughput, noticeable increases were registered in Taman (Russia) and Constantza (Romania): +28% and +10%.

Ambroziu Duma, port operations director at Constantza, stressed that the Romanian port is a large container and cereal hub connected to the Danube River. The port is currently extending its North breakwater and will soon build a road bridge over the Danube-Black Sea canal to create a direct connection to the Bucharest-Constantza highway. Its longer-term projects include the systematisation of an artificial island and the construction of two piers. It has launched a tender to design the 2014-2030 master plan.

“Constantza port is ready to welcome your business,” Ambroziu Duma told the PFI Black Sea conference participants. “In my opinion, to develop the area, we must do this step by step and together.”

*Source: Port Strategy 04/10/2012*
6. Relevant News Items

Expanding Neptune appoints Menzel as commercial director
17th September 2012

Black Sea and North African car trades deliver record volumes to Greece-based carrier
The company expects to carry about 750,000 cars in 2012, up from a record of more than 670,000 last year.

Although conditions have remained tough in the regional vehicle-carrying trades in the last few years, Neptune has gained traffic principally from expanding its Black Sea and North African services.

In terms of cargo, Neptune reported growth in cheaper models of car and was very active in transporting ro-ro cargo and machinery.

Neptune serves a network of 25 ports in 18 countries with a fleet of 13 car carriers and truck carriers whose capacities range from 430-3,200 medium-sized cars.

Just two months ago Neptune placed an order for two pure car and truck carrier newbuildings.

The ships, which will be able to carry about 3,500 medium-sized cars, will be delivered in late 2013 and early 2014.

Source: Lloyd’s List

Grimaldi and NEL Lines to co-operate on ferry route
2nd October 2012

Grimaldi is joining forces with NEL Lines to form a “close co-operation” on the Brindisi-Igoumenitsa ferry route between Italy and Greece in the South Adriatic.

NEL and Grimaldi said that the co-operation covered “both operational and commercial matters”.

The statement added: “Operationally, the agreement foresees the introduction of daily departures to be offered from Brindisi to Igoumenitsa for the transport of any type of rolling equipment, cars, vans or trucks, as well as passengers.”

The vessels deployed will be Sorrento and the Florencia, each with capacity for 950 passengers and 2,250 m of ro-ro cargo.

Commercially, NEL will “flank” Grimaldi’s operation in promoting the joint service in Greece, Turkey and the Balkans.

Source: Lloyd’s List
**Seago Line added Fos sur Mer call to the Mediterranean Sea service**  
*25th October 2012*

The service will connect the ports of Haifa, Mersin and Alexandria directly with Fos sur Mer.

Feeder shipping company Seago Line, part of Danish group AP Moller-Maersk A/S announced that it will add the port of Fos sur Mer to the rotation of the company’s Mediterranean Sea service.

In a statement issued by the company it noted that with this addition, the service will connect the ports of Haifa, Mersin and Alexandria directly with Fos sur Mer. The company added that especially for the perishable goods from Israel and this service will offer fixed weekly departures from Haifa every Thursday evening with arrival on Tuesday mornings to Fos sur Mer.

The first vessel will be M/V Taurus 1228/1229 with the following departures: Haifa 15th of November; Fos sur Mer 20th of November.

Transit times to and from Fos sur Mer will be as follows: Haifa to Fos sur Mer 5 days Mersin to Fos sur Mer 7 days Alexandria to Fos sur Mer 9 days Fos sur Mer to Alexandria 11 days Fos sur Mer to Mersin 13 days Fos sur Mer to Haifa 15 days. Seagoline also announced the launch of its new Black Sea service. The Black Sea service has been specifically designed for fast transportation of perishable goods in reefer cargo into the Black Sea area. It will offer direct weekly calls from Mersin and Ashdod to Novorossiysk, providing our customers with reliable weekly coverage between these ports.

The rotation will be as follows: Ashdod-Mersin-Novorossiysk-Ashdod. The first vessel will depart from Ashdod on 8th of November.

*Source: [http://www.port2port.com](http://www.port2port.com)*

**Grimaldi Launches a New Motorway of the sea between Ravenna, Brindisi and Catania**  
*8th November 2012*

The shipping company Grimaldi Group strengthens its presence in the Adriatic Sea by announcing the launch of an innovative maritime connection dedicated to the transport of rolling units (cars, vans, trucks, semi-trailers, etc) between the Italian ports of Ravenna, Brindisi and Catania :The two ro/ro vessels "Eurocargo Catania" and "Eurocargo Brindisi", which recently joined the Grimaldi fleet, will be deployed on the route, built in the Odense Steel Shipyard (Denmark) in 2011 and 2012, they are among the most highly performant ro/ro vessels used in the Mediterranean, combining low fuel consumption with high load capacity.

The two vessels have, in fact, a load capacity of about 240 semi-trailers each.
The new motorway of the sea will have a three-times-a-week frequency: departures from Ravenna will be on Tuesday, Thursday and Saturday at 6.00 p.m., with arrival in Brindisi on Wednesday at 3.00 p.m., Friday at 11.00 a.m. and Sunday at 3.00 p.m.. The two vessels will depart from Brindisi bound to Catania on Wednesday at 5.00 p.m., Friday at 1.00 p.m. and Sunday at 5.00 p.m. with arrival in Catania on Thursday, Saturday and Monday at 09.00 a.m.

Through Brindisi and Catania, freight transporters will be able to use, through transhipment, other regular services of the Grimaldi Group to Greece, the Balkans, Malta and Libya. In fact, the Neapolitan Group currently offers daily departures from Brindisi to Igoumenitsa and Patras while, from Catania, is performs four-times-a-week departures to Malta and weekly sailings to Libya (Tripoli, Al Khoms).

Source: Press Release / Grimaldi Napoli

CMA CGM FEMEX 1 service to link 3 main hub ports in the Med
22nd January 2013

CMA CGM announced the extension of its present FEMEX 1 service linking Greece and North Turkey with various origins via Malta. This service is prolonged to add two other hub ports in the Mediterranean: Tanger Med and Algeciras.


This new offer will improve the transit time for cargos originating from Central and South America, USA and West Africa, and destined to Greek and Marmara ports.

Source: www.cma-cgm.com

Salamis Lines’ Ro/Ro service from Israel to call Piraeus
1st February 2013

A. Rosenfeld shipping Ltd, Salamis Lines’ exclusive ship agent in Israel, informed that, Salamis Shipping S.A. Ro/Ro service, which serves the ports of Lavrio- Limassol–Haifa, resume its call at Piraeus.

Mr. Zary Rosenfeld, director general of A. Rosenfeld Shipping Ltd. said in a press release that the decision to return to Piraeus was made following numerous requests put forward by local clients who claimed that land transportation from Lavrio port to final destinations was expensive.

Rosenfeld added that the return to Piraeus enable the company to offer, for the benefit of Israeli market, a service for full containers, LCL cargo, motor vehicles as well as heavy machinery. The vessels’ schedule is Haifa- Limassol- Lavrio- Piraeus – Lavrio - Limassol–Haifa.

Source: www.port2port.com
MSC, Zim to Launch Joint Med-Europe Service
5th February 2013

Mediterranean Shipping Co. and Zim Integrated Shipping Services will launch a new joint Mediterranean-Europe service in mid-February.

The service will be operated along the following schedule:

Felixstowe, England; Rotterdam, the Netherlands; Hamburg, Germany; Antwerp, Belgium; Le Havre, France; Ashdod, Israel; Alexandria, Egypt; Haifa, Israel; Ashdod again; Valencia, Spain; and back to Felixstowe.

The new service will operate five 5,500- to 6,000-TEU vessels with a round trip of 35 days.

Source: www.mscgva.ch

Tug Malta ventures in Libya
13th February 2013

Two Tug Malta vessels have turned their sails towards Libya as part of the company’s efforts to extend its remit of offshore towage services in the central Mediterranean and North Africa.

Tugboat Spinola was engaged in a successful re-floating operation of a vessel that had ran aground in Tripoli harbour while MT St Elmo responded to a call from reputable client to be at Al Khoms in Libya to tow a vessel which found itself fraught with technical problems.

Tug Malta said in a statement it assisted SMIT Salvage of Rotterdam to successfully refloat the bulk carrier Tasman Sea which ran aground at Tripoli Harbour on January 27. The vessel was laden with grain.

No injuries, pollution or damage to the cargo was reported. Attempts by the port authorities to refloat the vessel were futile. The owners of Tasman Sea have appointed professional salvors, SMIT Salvage who fixed tug Spinola to transport the latter’s equipment and crew; and to tow and provide general assistance.

To discharge part of the cargo and enable lightering SMIT Salvage also fixed vessel Sisu Castor which arrived in Tripoli from Alexandria on February 6.

The lightering of about 2,900 tonnes of grain cargo took about two days and the Tasman Sea was subsequently refloated free on Sunday.

SMIT Salvage was responsible for the lightering and salvage plan always with the support of tug Spinola and the full cooperation and liaison of the port authorities and local agents.
Responding to a request for a prompt towage service from Malta Motorways of the Seas - a company belonging to Grimaldi Group of Companies, tug St Elmo is at Al Khoms anchorage area.

Tug St Elmo will be towing the Ro Ro Cargo Vessel Setubal Express to Malta for repairs after encountering some technical problems.

The voyage is expected to start as soon as the towage survey is completed. Tugboat St Elmo and ‘Setubal Express’ are expected back in Malta in the coming days.

These jobs added to the company’s experience in the off-shore towage business segment and above all manifested the great deal of cooperation that was observed primarily with the Libyan Port Authorities, the Salvage team, the ship owners and agents and other stakeholders.

Source: Times of Malta

Greek and Italian Ports Achieve High Environmental Recognition
22nd February 2013

On 20 February, ESPO awarded five new PERS certificates during a seminar held in Piraeus. ESPO congratulates the Greek ports of Corfu, Lagos, Kavala and Volos, and the Italian port of Piombino for this significant achievement.

The five small and medium size ports joined EcoPorts and achieved PERS certification as part of their participation to the EC co-funded SuPorts project, focusing on the sustainable management of European local ports. SuPorts is a European INTERREG IVC project which aims to assist local ports in the implementation of environmental strategies and to facilitate their access to suitable environmental management tools, enabling them to remain competitive by contributing to a more sustainable EU.

The port of Piombino is the first ever Italian port that achieves PERS certification. The four Greek ports join the already certified ports of Piraeus and Thessaloniki and raise the number of Greek ports holding a valid PERS certificate to six. Greek ports are clearly the champions of PERS, accounting for six out of the total of 16 certificates that were awarded in the course of the last two years.

The successful event in Piraeus was welcomed by the Greek Secretary General of Ports and Port Policy, Konstantinos Moutzouris and attracted various participants including local authorities, port professionals and academia.

Source: www.espo.be
APM Terminals to operate major Turkish port  
22nd February 2013

APM Terminals and Turkey-based Petkim have entered into a final agreement to create and operate Aegean Gateway Terminal (AGT). AGT will be one of Turkey’s largest container and general cargo terminals and will be entirely operated by APM Terminals under a concession agreement with operations expected to start in summer 2015.

The agreement means that APM Terminals will assume full operational responsibility for the container terminal and general cargo operations in AGT.

The initial investment for the container terminal is approximately USD 400 million with further investments depending on market demand. APM Terminals will have the right to operate the port for a period of 28 years which may be extended further. The CEO of APM Terminals, Kim Fejfer, explains that the independent port operator sees the deal as a winning combination of Petkim Port’s location, its market access and natural deep water: “Turkey is a very important high growth market which we are pleased to enter together with strong and well respected business partners such as Petkim Petrokimya Holding A.S. and SOCAR. We look forward to establishing a long term presence in Turkey and apply APM Terminals’ strong operational skills as well as our customer and safety focus into further developing the Izmir area into a key strategic logistics centre.”

Petkim’s port will offer 15.5 meter water depth and an efficient access to Turkey’s high growth market. The initial capacity of the new container terminal will be 1.5 million TEU, which is 50% more than the capacity of the current city port of Izmir, Alsancak Port.

Source: www.apmterminals.com/

Limassol enters into the cruise map  
25th February 2013

The luxury cruise ship MSC LIRICA, will be performing cruises from Genoa to Limassol and back from June to September 2013.

Slowly but steadily Limassol port is becoming a port of embarkation and disembarkation of big cruising companies with global presence, which is considerably important for the city but also for Cyprus as a whole.

After the recent presence of Costa Atlantica cruise ship, which was regularly embarking from the port for two months, as part of a seven-day cruise, this year it is the turn of MSC Cruise company to include Limassol port in its agenda. More specifically the luxury cruise ship MSC LIRICA, will be performing cruises from Genoa to Limassol and back from June to September this year. The cosmopolitan itinerary of the cruise line, which will be departing from Limassol
Port, includes visits to various important scenic and interesting ports in Israel, Greece, Italy and Turkey.

Source: www.shortsea.info

**East Med Cruise now from Limassol**

*28th February 2013*

Let’s Go Cruises by Amathus, released its new catalogue "Luxury Cruises 2013" and announces impressive itineraries for 2013 with the leading cruise companies in the world: NCL Cruises, Costa Cruises, Royal Caribbean Cruises, Celebrity Cruises, Pullmantur Cruises and TUI Cruises.

In the catalogue you will find cruises to the most popular destinations in the Mediterranean, the Baltic, the Adriatic Sea, Norwegian Fjords, the Caribbean, the Far East and Alaska at really affordable prices.

For the second consecutive year, Let’s Go Cruises by Amathus gives the opportunity to experience the luxury with embarkation from Limassol on board the stunning Costa Mediterranea for a cruise in the Eastern Mediterranean. Travel to the beautiful islands of Greece, Rhodes, Santorini and Crete, Alanya, and Haifa and live unforgettable moments. Also with the Zenith of Pullmantur Cruises for the months of July and August from Piraeus to the Greek islands, Izmir and Istanbul and the popular route of the Western Mediterranean from Malta with the amazing Costa Favolosa. Impressive routes in the Adriatic with Costa Magica from Piraeus, the Mediterranean with Norwegian Epic from Barcelona or Rome and the Baltic Sea with Norwegian Star and more!

*For more information please visit the following link: [www.amathusetravel.com](http://www.amathusetravel.com)*

**HP and COSCO reach deal on Greek hub**

*1st March 2013*

U.S. information technology giant Hewlett Packard has sealed a deal with Chinese shipping giant COSCO. It agrees that HP can use COSCO's cargo terminal in the Greek port of Piraeus as a transit center to distribute its products.

According to the Greek Development Ministry, HP will move to Piraeus its central distribution hub for central Europe, the Middle East, North Africa, the Eastern Mediterranean and Eastern Europe.

HP senior Vice President says the deal initially provides for the transport of 20,000 HP containers annually.

The agreement coincides with the completion of a new 17-kilometre railway line connecting Piraeus with the main European freight network. Greek state rail operator Trainose can now
forward a train to HP’s key European hub in Prague in five days, said the company’s chairman Thanassis Ziliaskopoulos.

A day before the HP – COSCO deal, the government passed a law offering companies not based in Greece a VAT exemption to move their goods through the country. To be liable for the break, the imports must be worth at least 120 million Euros annually for the first five years, and 300 million Euros thereafter, while at least 90 percent of the goods must be earmarked for non-Greek markets.

**Greeks active in the newbuilding market**

11th March 2013

The first week of March ended with strong presence of Greek owners in the newbuilding market. OceanBulk Maritime is said to have placed an order for two 180,000dwt vessels and Carras Hellas also another two similar vessels at Japan Marine United. In the kamsarmax segment, Oceanbulk of Greece also confirmed ordering two kamsarmax vessels at Japan Marine United for delivery in 2014. In the tanker segment, European Navigation is said to be planning the ordering of a series of medium range tankers at STX Offshore & Shibuiling, with no concrete details. In the gas LPG segment, Brave Maritime is said to have signed a contract for the construction of two 7,200cbm pressurized LPG vessels at Japan’s Kyokuyo Shipyard for delivery in the first half of 2014 at a newbuilding cost of $22mil each.

In the second-hand market, Greek owners appeared to have bought one panamax dry bulker built in 2005 and one handymax built in 2001 for about $27,8mil, in the gas tanker segment, one small LPG with 5,018cum gas capacity built in 2006 for about $15mil and in the container segment, two feedermax vessels of about 971TEU built in 1998 and in 1997 for about $5,5mil.

*Source: [www.shippingherald.com](http://www.shippingherald.com)*

**Louis Cruises announced its Cruise calendar for 2013**

16th March 2013

The luxury cruise ships of Louis Cruises will be performing cruises from Greece, Turkey & Cyprus from May to June this year. Louis Cruises combine calls at top destinations with leisure, hospitality and comfort in competitive prices. The cruise vessels visit 25 destinations along their 2013 itineraries, including:

- **Cyprus**: Limassol
- **Greece**: Laviron, Piraeus, Heraklion, Mykonos, Santorini, Patmos, Rhodes, Kavala, Thessaloniki, Syros, Samos,
- **Turkey**: Kusadasi, Istanbul, Dikili

You can use the below link to use the Cruise Destination Finder for more information as well as to book your cruise online.

**Biodivalue produces first results**  
*7th April 2013*

The Biodivalue project, funded by the Operational Programme I Italy-Malta 2007-2013, has started to yield the first benefits, including the monitoring of vessels fitted with an Automatic Identification System (AIS) through the installation of an antenna capable of receiving signals and through the development of an ad hoc digital interface.

Following the International Maritime Organisation’s International Convention for the Safety of Life at Sea, all ships with a gross tonnage of 300 or more, as well as all passenger ships, must be fitted with an AIS transponder.

The project also aims to develop a towed underwater platform, known as a Towfish, which will be equipped with sensors to measure a number of different water-quality parameters, as well as to collect good-quality video images, as it glides through the water.

The Department of Mechanical Engineering of the University has engaged two project assistants to help Martin Muscat in the design and construction of the Towfish, which is being developed in conjunction with the University of Catania.

There is a total of nine partners within the Biodivalue project, of which two are the University of Malta, represented by the International Ocean Institute – Malta Operational Centre (IOI-MOC) and the Gal Xlokk Foundation, a union of local councils.

The project, which runs until January 2015, has a budget of approximately €2.4 million.

The members at IOI-MOC working on the project include Cedric Camilleri, Joel Azzopardi, Adam Gauci and project manager Alan Deidun.

*Source: Times of Malta*

**Evergreen to reschedule its East Med feeder network**  
*8th April 2013*

In order to provide better service in the Eastern Mediterranean area, Evergreen Line will adjust its Greece – Turkey Service (GTS), by adding the Turkish port of Gebze, and launch a new service called GCY.

The existing Greece-Turkey-Malta (GTM) service will be adapted to become the Greece – Cyprus service GCY), with the following port rotation: Piraeus – Thessaloniki – Limassol - Piraeus

A company spokesperson stated: ‘With this new feeder service from Piraeus to Thessaloniki and Cyprus and vice versa, Evergreen Line will satisfy market demands for improved transit times from Limassol to North Europe especially for reefer cargo’.

*Source: [http://www.allaboutshipping.co.uk](http://www.allaboutshipping.co.uk)*
Cosco and ZIM commence a joint France-Italy-Israel full container service
12th April 2013
Cosco and ZIM have commenced a joint France-Italy-Israel full container service replacing a slot charter arrangement with Cosiarma using the on-deck box space of two 900 TEU/460,000 cu.ft. conventional reefer ships. The rotation of the upgraded 2x 700 TEU Tyrrhenian Container Line (TYR) will be the same except for container port Marseilles replacing reefer outlet Sete. It reads: Marseilles, Genoa, Naples, Haifa, Ashdod and back to Marseilles.

Source: Dynaliners Weekly

Evergreen Changes its Piraeus-centred feeder network
12th April 2013
Evergreen will make several changes to its Piraeus-centred feeder network. Two new weekly loops will be offered, one to Algeria (PAL) and the other one to Cyprus (GCY), as follows:
- PAL – 1x 700 TEU – Piraeus, Algiers and back to Piraeus
- GCY – 1x 600 TEU – Piraeus, Thessaloniki, Limassol, Piraeus.

Source: Dynaliners Weekly

2012 Black Sea region container market review
15th April 2013
Container terminals of Romania, Ukraine, Russia, Georgia and Bulgaria performed different results in 2012. While in previous years after the crisis these countries performed consistently high growth rates, in 2012 the situation has changed.

In 2012 total turnover of five countries of the Black Sea was 2,411,449 TEU, including empty containers, which is 2.11% higher than in 2011. For information, in 2011 overall growth, compared to 2010 was 23.99%.

For more detailed review of the situation we consider only loaded containers performance, excluding transshipment. A major factor of the growth slowdown was volumes reduce in Romania and Ukraine. Growth slowdown of Novorossiysk volumes was due to congestion of its container terminals. In 2012 Georgia became a leader by the container volumes growth, but the figure itself is two times lower than in the previous year. Thus, countries shares of laden container handling in 2012 redistributed as follows: Ukraine - 30.47%, Russia - 27.27%, Romania - 20.21%, Georgia - 14.96%, Bulgaria – 7.10%.

Black Sea region has traditionally been a region where import dominates exports, except Romania and Bulgaria, which have begun to change this trend back in 2011. In 2012, 64% of the total volume of laden containers was imports and 36% exports. In 2012, Russia and Ukraine increased volumes of laden containers with exports by 24.84% and 22.15%, respectively. In general, the laden/empty container distribution in the region is estimated to be 69% to 31% in 2012.
In 2012, top five container terminals were: DPW (Constanta), HPC Ukraine (Odessa), Poti, Novorosexport (Novorossiysk), CTI (Illyichevsk). Comparing to 2011 terminals rating had changed – Poti container terminal overtook Novorosles export and CTI, finishing third in 2012, while in 2011 it was ranked fifth.

As for liner operators at the Black Sea, in 2012 ZIM pressed CMA-CGM positions and showed the highest growth among global operators. In general, first four global operators control 66.97% of the Black Sea market, while in 2011 they controlled 67.09% of it.

In 2012, the year of the opening of G6 service, all its participants (APL, Hapag-Lloyd, Hyundai, MOL, NYK, OOCL) have significantly increased their volumes at the Black Sea.

Source: Informall BG

Piraeus car loading station ready by Sep. 2013
16th April 2013

The Piraeus Port Authority announced that the car loading station at the Ikonio Car Terminal will be put in full operation in September 2013, following a relevant board decision. All the necessary works at the container and car terminals will be completed by the end of June 2013.

The Port Authority is already in talks with shipping and logistics firms in order for the car transportation system via rail to be operational by September 2013. The port will also be linked to Thriasio via railway by the same date.

Source: www.shippingherald.com

Turkey Moving Forward with Bosphorus Strait Bypass Canal
22nd April 2013

The Turkish government says it is moving forward with plans for a canal that would link the Black sea to the Sea of Marmara, allowing ships to bypass the crowded Bosphorus Strait, Reuters reports.

The 45-kilometer "Kanal Istanbul" would turn the European side of Istanbul into part of an island, and land dug up to create the canal could fill part of the sea, creating a sea port and airport.

"We believe that this is a very realistic project that will be talked about by the world," said Deputy Prime Minister Ali Babacan.

Babacan said the country's Higher Planning Council has decided to go forward with the project.

Turkish officials say about 150 million tonnes of oil and petroleum products move through the Bosphorus each year.
The European Union (EU) said early this year that it would study the possibility of building a freight corridor involving rail connections between the Aegean Sea, the Black sea, and the Danube river, to bypass the Bosphorus.

Turkey and Russia have also been considering an oil pipeline to relieve congestion on the strait.

Source: [http://www.shipandbunker.com](http://www.shipandbunker.com)

**Greece set for cruise traffic boost in 2013**

4th May 2013

A total of 4,824 cruise ships carrying 5,475,816 passengers reached Greek cruise ports in 2012, data released by the Hellenic Ports Association. The Association’s chairman, George Anomeritis said the numbers are very encouraging and that cruise ship traffic in Greece will rise in 2013. Infrastructure is being strengthened in 40 ports all over Greece, which is set to boost the cruise sector. Mr. Anomeritis also noted that Piraeus is at the top of Mediterranean ports (along with Civitavecchia and Barcelona) in terms of transit passenger traffic.

Source: [www.shippingherald.com](http://www.shippingherald.com)

**Commission proposes upgrade for 300 key seaports**

23rd May 2013

The European Commission has today launched a new initiative to improve port operations and onward transport connections at 319 key seaports along Europe’s coastline. The guidelines and legal changes being proposed will help port operators upgrade their services and facilities as well as giving them more financial autonomy.

74% of the goods entering or leaving Europe go by sea, but one fifth of that amount currently passes through just three ports: Rotterdam, Hamburg and Antwerp. This imbalance between port performance results in congestion and extra costs for shippers, transport operators and consumers. The new proposals could save the European economy up to €10 billion by 2030 and help develop new short sea links.

Vice-President Siim Kallas, European Commissioner for mobility and transport, said: "Our seaports are vital gateways, linking our transport corridors to the rest of the world. We already have some of the finest port facilities in the world. We need to keep them. But we are facing major challenges in terms of congestion, traffic growth and investment. More of our ports need to reach these high standards. The proposals today will bring Europe's port services into the 21st century, help attract investment and create jobs where they are most needed."
More efficient ports
The Commission is proposing more transparent and open procedures to designate the providers of port services. There will be rules to prevent possible price abuses by operators with exclusive rights. For greater customer-focus, the proposal introduces a port users' advisory committee. Details will be left to local circumstances so that local port communities can benefit from better coordination and a healthier business environment.

To further enhance efficiency, the Commission will bring forward proposals to cut red tape and reduce administrative formalities in ports before the summer (the so-called "Blue Belt" proposals).

Better connections to the hinterland
EU funding under the “Connecting Europe Facility” will have a new focus on port projects identified in the so-called TEN-T corridor plans for priority funding and on connections of ports with rail, inland waterways and road. Ports will be encouraged to play an active role in this, for instance by providing information on traffic flows.

Investment: A flexible, business-like financial framework
The proposal extends the freedom of ports to levy infrastructure charges and reinforces the transparency in the way the charges are set and in the use of public funding. Port authorities themselves are indeed best placed to identify user needs and set charges. At the same time a greater transparency will allow public funds without unduly distorting competition and will help in attracting private investors. Ports will also be able to reduce charges for vessels with better environmental performance.

Social dialogue
Starting this June, the Commission will create a "Social Dialogue Committee for Ports" to allow employees and employers to discuss and agree on dockwork-related issues. The Commission will provide a technical and administrative support to the work of this Committee and will evaluate progress in 2016.

Recognising the particular challenges facing ports, this will be the first time that the Commission creates sector-specific legislation for this area. Prior to this, ports have been covered by general EU law on the freedom of establishment and competition rules.
There are in total 1,200 seaports in Europe. This proposal targets the 319 key European ports which together can create a real European ports network capable of supporting Europe’s internal market. These 319 ports are already prioritised in the Commission’s TEN-T (trans-European transport network) proposals — 83 ports in the core network; 236 in the comprehensive network.

Next steps
The initiative is part of the key action on maritime transport announced in the Single Market Act II adopted by the Commission in October 2012. It complements other Commission initiatives such as the future directive on the award of concession contracts (which will apply to concessions in ports on cargo handling and passenger terminals) establishing common procedures and introducing more transparency to ensure the granting of concessions in a non-discriminatory way.
This initiative comprises a communication that reviews the European port policy and announces eight Commission actions and a focused legislative proposal to the European Parliament and to the Council in order to introduce the new legal provisions required to deliver the policy and objectives.

The proposal must be approved by the European Parliament and Member States before being adopted under the normal legislative procedure.


**European ports: an engine for growth**  
28th May 2013

Ports are gateways to the EU's entire transport network. They are engines of economic development and sources of prosperity. More cargo, cruise ships and ferries in our ports mean more jobs.

Europe has three ports in the list of the world's 15 biggest ports: Rotterdam is the 11th biggest container port, Hamburg 14th, closely followed by Antwerp in 15th place.

74% of EU trade goes by ship. Ports in Europe are directly connected to 848 ports in the Far East and 629 in Central and South America. 37% of the total intra-EU exchange of goods (in tonne-km) goes through the EU's ports. Ports in the Mediterranean Sea handle the greatest amount of maritime trade exchanges between coastal regions in the EU, up to 28.4% of the freight volumes in tonnes.

There are more than 17 million container units in the global container fleet. Projected increases in size for 2014 show the number of containers has more than quadrupled over the last 20 years.

In 2012 some ships will have a capacity of 18,000 TEU. This is equivalent of a continuous lane of heavy goods vehicles from Paris to Rotterdam.

Through its "Motorways of the Seas" programme, the EU is investing in the ports and facilities that act as links in a Europe-wide transport network. Travelling from Gijon to Gothenburg by sea is 736 kilometres shorter than by land and reduces the resulting CO2 and other emissions produced.

The total quantity of freight handled in EU ports in 2010 was 3,641 million tones. North Sea core ports dominated, with a relatively low share of freight being handled in ports along the Black Sea or in the outermost regions.
An increase of one million tonnes passing through a port will give rise to an average of 300 more jobs. By 2030 there will be 15% more jobs. 20% of traffic in the EU is handled by only 3 ports. By 2030 traffic is predicted to rise by 50%

In 2012, 396 million people, more that three quarters of the EU popoulation, took to the seas as passengers on ferries and cruise ships.

Source:

**Malta introduces licensing for anti-piracy guards**

*20th June 2013*

Malta has introduced licensing for the armed guards used on ships to ward off piracy, with maritime lawyer Ann Fenech saying other countries should follow suit so the industry can grow in quality and professionalism, as well as size.

Dr Fenech, managing partner of Malta-based Fenech & Fenech Advocates, which helped to draft the pro-active regulation for the Government, said: “There has been a huge surge in demand for private maritime security companies and to date, we are informed, no vessel carrying armed guards has been hijacked. This speaks volumes, but the evident benefit of maritime security should not hide the fact that it is crucial for PMSCs to meet high standards and be properly vetted”.

The legislation was given the thumbs up by international provider Maritime Asset Security and Training (MAST) Ltd, which has offices in Malta, the UK, Germany, Djibouti, Oman, Sri Lanka, Nigeria, the US and China.

“MAST believes it will raise standards and professionalise maritime private security in the country. It is the only licensing regime of its kind in the EU, offering a clear framework for Maltese PMSCs” the company noted. The new licensing regime ensures that companies actively involved in these high risk and dangerous operations are properly vetted, competent and regulated.

Maritime piracy cost the global economy between $5.7 billion and $6.1 billion in 2012. This sum includes ransom and recovery costs of $63.5 million, $290.5 million for rerouting along the Arabian Peninsula and Indian coast, as opposed to taking a direct route through the higher risk zones, and $1.53 billion on extra fuel for steaming at faster than optimal speeds in order to prevent attack.

Source: Times of Malta
7. Other Supporting Statistical Data

CYPRUS

Shipping Activity - Cargo and Passenger Traffic

During 2012, Cypriot ports were visited by 4143 vessels recording a decrease of 3.3%, compared to the previous year.

The total tonnage of cargo carried by sea to/from Cyprus, in 2012, reached 6.922.525 metric tons recording a decrease of 5.2%, compared to the previous year. The ports of Larnaca and Limassol, noted a decrease of 12% and 7.6%, respectively, while the port of Vassiliko noted a decrease of 6%. There was also a 10% decrease in the total imports of petroleum products at the oil terminals in Larnaca, Dekeleia and Moni.

Cyprus has established itself as one of the most important cruise centres in the Eastern Mediterranean. In 2012, total arrivals and departures of passengers at Cypriot ports reached, 248,356 as compared to 303.558 in 2011, recording a decrease of about 18%.

Lemesos and Larnaka
In 2012, the two multipurpose ports of Lemesos and Larnaka, handled together, 4 million tons of cargo, which represent about 59% of the total cargo traffic of the country. The cargoes handled by the ports were containers, dry bulk cargoes and to a lesser extent conventional cargo. The number of containers handled by the two ports reached 307.494 TEUs, compared to 345.819 TEUs in 2011, recording a decrease of about 11%.

Vassiliko
In 2012, Cargo traffic at Vassiliko Port, the main handler of bulk cargo of industrial origin, amounted to 908.555 metric tons, compared to 963,031 metric tons in 2011, recording a decrease of about 6%.

Oil Terminals
During 2012, the handling of petroleum products through the country’s oil terminals reached 1.943.489 metric tons, noted an increase of 10.3%.

Larnaca oil terminal, the port that serves the general needs of the country in petroleum products, had a decrease in the imports of petroleum products of about 4.6%, falling to 1.046.574 metric tons.

The direct imports of petroleum products at Moni and Dekeleia, which serve the country’s power stations at those locations, decreased by about 5.4% at Moni, reaching 96.256 metric tons, while at Dekeleia imports increased by about 42% reaching 800.659 metric tons.
1: Shipping Movements in Malta

1.1 Cargo Vessels

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>Jan to March 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container Vessels (Grand Harbour)</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>Container Vessels (Freeport)</td>
<td>1484</td>
<td>418</td>
</tr>
<tr>
<td>Ro-Ro/Ferries</td>
<td>339</td>
<td>67</td>
</tr>
<tr>
<td>Break Bulk</td>
<td>325</td>
<td>85</td>
</tr>
<tr>
<td>Motor Tankers</td>
<td>501</td>
<td>126</td>
</tr>
<tr>
<td>Bulk Carriers</td>
<td>26</td>
<td>9</td>
</tr>
<tr>
<td>Car Carriers</td>
<td>76</td>
<td>14</td>
</tr>
<tr>
<td>Cruise Liners</td>
<td>335</td>
<td>13</td>
</tr>
<tr>
<td>Malta Drydocks/Repairs</td>
<td>162</td>
<td>34</td>
</tr>
<tr>
<td>Supply Vessels</td>
<td>885</td>
<td>234</td>
</tr>
<tr>
<td>SES Catamaran</td>
<td>410</td>
<td>70</td>
</tr>
<tr>
<td>Fishing Vessels</td>
<td>112</td>
<td>62</td>
</tr>
<tr>
<td>Sailing Vessels</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Research Vessels</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Tug Boats</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Naval Vessels</td>
<td>54</td>
<td>8</td>
</tr>
<tr>
<td>Barges</td>
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<td>2</td>
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<tr>
<td>Local Tankers</td>
<td>267</td>
<td>48</td>
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<tr>
<td>Others</td>
<td>678</td>
<td>136</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5673</strong></td>
<td><strong>1359</strong></td>
</tr>
</tbody>
</table>

![Cargo Vessels 2012 Graph](image-url)
1.2 Cargo Throughput in the port of Marsaxlokk

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>Jan to March 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCAL CARGO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers x20</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Containers x40</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>98034</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TRANSHIPMENT CARGO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers x20</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Containers x40</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2440046</td>
<td>N/A</td>
</tr>
</tbody>
</table>

1.3 Cargo Throughput in the port of Valletta

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>Jan to March 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCAL CARGO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers x40'</td>
<td>946</td>
<td>N/A</td>
</tr>
<tr>
<td>Containers x20'</td>
<td>2391</td>
<td>N/A</td>
</tr>
<tr>
<td>Trailers x40'</td>
<td>23810</td>
<td>N/A</td>
</tr>
<tr>
<td>TEU's</td>
<td>51903</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>TRANSHIPMENT CARGO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers</td>
<td>1813</td>
<td>633</td>
</tr>
<tr>
<td>Trailers</td>
<td>988</td>
<td>156</td>
</tr>
<tr>
<td><strong>DRY BULK CARGO</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silo</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Soya</td>
<td>17799</td>
<td>1575</td>
</tr>
<tr>
<td>Item</td>
<td>2012</td>
<td>2013</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>Barley</td>
<td>16445</td>
<td>4665</td>
</tr>
<tr>
<td>Corn/Maize</td>
<td>51265</td>
<td>11971</td>
</tr>
<tr>
<td>Wheat</td>
<td>25856</td>
<td>6985</td>
</tr>
<tr>
<td>Transhipment of Cereals thru KGT</td>
<td>134494</td>
<td>25525</td>
</tr>
<tr>
<td>Salt</td>
<td>1000</td>
<td>0</td>
</tr>
<tr>
<td>Sunflower Pallets</td>
<td>2001</td>
<td>0</td>
</tr>
<tr>
<td>Alfa Pallets</td>
<td>4020</td>
<td>1260</td>
</tr>
<tr>
<td>Sand</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cement</td>
<td>263600</td>
<td>56641</td>
</tr>
<tr>
<td>Grit</td>
<td>18694</td>
<td>0</td>
</tr>
<tr>
<td>Marble Chipping</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Phosphate</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Basaltic Stones</td>
<td>32750</td>
<td>5650</td>
</tr>
<tr>
<td>Asphalt</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>567924</strong></td>
<td><strong>114272</strong></td>
</tr>
</tbody>
</table>

### WET BULK CARGO

<table>
<thead>
<tr>
<th>Item</th>
<th>2012</th>
<th>Jan to March 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petroleum Products</td>
<td>6134227</td>
<td>31540</td>
</tr>
<tr>
<td>Gas Oil</td>
<td>1611876</td>
<td>45152</td>
</tr>
<tr>
<td>Crude Edible Oil</td>
<td>11000</td>
<td>0</td>
</tr>
<tr>
<td>Petroleum Products Bunkers</td>
<td>1187716</td>
<td>297212</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8944819</strong></td>
<td><strong>373904</strong></td>
</tr>
</tbody>
</table>

*Dry Bulk Cargo 2012*
BULGARIA

1: Black Sea Ports in 2012

Black Sea Ports handling in 2012 is 422 million tonnes.
Russia 42%; Ukraine 34%; Romania 12%; Bulgaria 6%; Georgia 6%
Turkey ports total cargo traffic is 380 million tonnes.
Main cargos is: Crude Oil, Crain, Ores, Steel and Metals, Coal and Coke
Increasingly regional maritime cargo traffic.

Source: Drewry 2013
2: Bulgarian Sea Ports

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Containers 20”</td>
<td>1171972</td>
<td>1344621</td>
</tr>
<tr>
<td>Containers 40”</td>
<td>780132</td>
<td>901893</td>
</tr>
<tr>
<td>Liquid Cargos</td>
<td>10431500</td>
<td>11470307</td>
</tr>
<tr>
<td>Bulk Cargos</td>
<td>6458406</td>
<td>5748364</td>
</tr>
<tr>
<td>Agricult/Grain</td>
<td>3746094</td>
<td>3785341</td>
</tr>
<tr>
<td>Metals/Metals units</td>
<td>1121816</td>
<td>887503</td>
</tr>
<tr>
<td>Other/+</td>
<td>1293883</td>
<td>1761753</td>
</tr>
<tr>
<td>Total Cargo handling</td>
<td>25003818 t</td>
<td>25999784 t</td>
</tr>
</tbody>
</table>

Source: Bulgarian maritime Administration 2013
3: Ferry/Ro Ro Cargo volumes

<table>
<thead>
<tr>
<th></th>
<th>Export</th>
<th>Import</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>55040</td>
<td>51851</td>
<td>106891</td>
</tr>
<tr>
<td>2012</td>
<td>66386</td>
<td>110717</td>
<td>177193</td>
</tr>
<tr>
<td>20%</td>
<td>100%</td>
<td>55%</td>
<td></td>
</tr>
</tbody>
</table>

Source: BDZ Cargo 2013

4: Black Sea Container Market

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mil teu</td>
<td>2.36</td>
<td>1.47</td>
<td>1.86</td>
<td>2.32</td>
<td>2.84</td>
</tr>
<tr>
<td></td>
<td>-38%</td>
<td>+27%</td>
<td>+25%</td>
<td>+22%</td>
<td></td>
</tr>
</tbody>
</table>
5: Black Sea Container Market in 2012

Total container throughput 2012 is 2,600,000 teu
Ukraine 29%; Romania 26%; Russia 25%; Georgia 14%; Bulgaria 6%
Turkey container ports 7,300,000 teu

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ukraine</td>
<td>29%</td>
</tr>
<tr>
<td>Romania</td>
<td>26%</td>
</tr>
<tr>
<td>Russia</td>
<td>25%</td>
</tr>
<tr>
<td>Georgia</td>
<td>14%</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>6%</td>
</tr>
</tbody>
</table>

Source: Drewry 2013

6: Black Sea Containers by Countries and Main Ports

<table>
<thead>
<tr>
<th>By Countries</th>
<th>2010 / 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ukraine</td>
<td>21.80%</td>
</tr>
<tr>
<td>Russia</td>
<td>60.40%</td>
</tr>
<tr>
<td>Romania</td>
<td>26.10%</td>
</tr>
<tr>
<td>Georgia</td>
<td>17.70%</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>5.70%</td>
</tr>
</tbody>
</table>

Source: Drewry 2013
By Main Ports | 2012
--- | ---
Odessa+Illichysk | 750,000
Novorosiysk | 650,000
Constantza | 480,000
Poti/batumi | 350,000
Varna/Burgas | 174,000

Source: HPC Odessa

Prognose/Trends: Forecast container traffic 2012-2017 for East Europe more 10%

Source: Drewry 2013

In 2013 Black Sea pool container turnover is to grow by 21.5%
But 2013 The capacity of the Black Sea ports terminals is to grow by only 3.7%

Black Sea Containers Future development

Negative trends The Bosporus Traffic and (2) Ecological problems
Policy of Turkey: Concentration of more Turkish ports in Marmara region-big ports with volumes around 2 mil TEU-for container ships last generation.
Coals of the Turkey: More volumes, more feeders, more regional expansion

Positive trends More Black Sea group alliances, more modern Black Sea container ports: Odessa, Illichevsk, UA; Taman, Novorossiysk, RU; Poti, GE; Samsun TR; Constanta, RO; More Global Port Terminals operators in Black sea ports –Hamburg port HPC, CMA-CGM, DP World, APM Terminals; More direct line/terminating services.
7: Bulgarian Sea Ports Varna/Burgas Containers turnover

Containers in TEU

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>141221</td>
<td>147078</td>
<td>173860</td>
</tr>
</tbody>
</table>

Source: Maritime Administration Bulgaria

8: Bulgarian Ferry/Ro Ro Cargo

<table>
<thead>
<tr>
<th></th>
<th>Export</th>
<th>Import</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>55040</td>
<td>51851</td>
<td>106891</td>
</tr>
<tr>
<td>2012</td>
<td>66386</td>
<td>110717</td>
<td>177193</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Export</th>
<th>Import</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>20%</td>
<td>100%</td>
<td>55%</td>
</tr>
<tr>
<td>2012</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
9: Bulgarian Ferry/Ro Ro Cargo traffic by countries (in tons)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Russia</td>
<td>5463</td>
<td>5513</td>
<td>25026</td>
<td>53254</td>
</tr>
<tr>
<td>Ukraine</td>
<td>3729</td>
<td>5513</td>
<td>8287</td>
<td>3257</td>
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<tr>
<td>Kirgizstan</td>
<td>959</td>
<td>1157</td>
<td>9792</td>
<td>7616</td>
</tr>
<tr>
<td>Uzbekist</td>
<td>2192</td>
<td>5381</td>
<td>6480</td>
<td>8757</td>
</tr>
<tr>
<td>Kazakst</td>
<td>1367</td>
<td>9699</td>
<td>0</td>
<td>36475</td>
</tr>
<tr>
<td>Azebayd</td>
<td>31337</td>
<td>34388</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: BDZ Cargo Bulgaria

10: Ferry/Ro Ro/Containers Service 2012. Bulgaria - Russia

<table>
<thead>
<tr>
<th></th>
<th>Export</th>
<th>Import</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wags</td>
<td>2937</td>
<td>3094</td>
</tr>
<tr>
<td>Tones</td>
<td>23504</td>
<td>106141</td>
</tr>
</tbody>
</table>

New Cruise/Passengers & Marina Terminals: Port of Burgas / Nessebar and in Port of Varna too.

At the end of April were agreed and the first four ships that will use the new Cruise terminal and Marine station 1-2 berths in the port.
### Cruise Ships call in Port of Burgas/Nesebar

<table>
<thead>
<tr>
<th>Years</th>
<th>Ships</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>33</td>
<td>7957</td>
</tr>
<tr>
<td>2010</td>
<td>46</td>
<td>13982</td>
</tr>
<tr>
<td>2011</td>
<td>40</td>
<td>10692</td>
</tr>
<tr>
<td>2012</td>
<td>34</td>
<td>11286</td>
</tr>
<tr>
<td>2013</td>
<td>58</td>
<td>27000</td>
</tr>
</tbody>
</table>

*forecasted*