

Heading towards the future

PIRAEUS PORT AUTHORITY S.A.

INVESTMENT PLAN 2012 - 2016



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Preface



YIORGOS ANOMERITIS
CHAIRMAN & CEO OF PPA SA

PPA is for Piraeus and the wider region the most important developmental organisation of public interest. Its decisions have an entrepreneurial and social influence upon thousands of citizens, as well as on the growth of the country, particularly in the sectors of shipping, insularity and marine transports.

Piraeus, on the occasion of the Olympic Games, saw its port evolving into a modern port of service and hospitality.

The port of Piraeus must be modern and competitive.

Port policies in the field of international marine transports and tourism within the modern international and regional frameworks have, jointly with the aid of competitiveness, to contribute in the social cohesion and in the sustainable and integrated development of Piraeus and of the country. In the field of cruise, PPA owes to evolve into the most important port for service of cruising vessels in the Eastern Mediterranean. In the field of coastal navigation, it owes to become a port of modern service for the passengers, the tourists and the enterprises of coastal navigation. In the field of containers it owes to operate competitively again in its new pier and to be connected with the transport networks of the country. All sectors of activity thereof owe to become profitable and to provide services of high quality. The port must become the arm whereupon the shipping and commercial world of enterprises, citizens, users, residents of the city and of the islands, can safely lean on.

The port of Piraeus is a port of large sizes. According to the data of transports during 2011, coastal navigation accomplished transfers of 20.192.612 passengers and amongst them were included 2.517.335 cruise passengers, 2.919.500 vehicles, 500.133 containers and 417.659 cars - merchandises. These figures render Piraeus one of the most important ports of United Europe and within the scope of maintaining its sovereign place impose a demand of continuous extensions, new infrastructures and systems of service.

Within the more general context of the economic crisis, which has also influenced the sector of marine transports, Piraeus needs a new developmental model to meet the requirements of the new decade. Its extensive area influences, apart from the citizens moving through by ships, the daily life of the 4 coastal Municipalities (Piraeus, Keratsini-Drapetsona, Perama, Salamina), which belong to the counter Prefecture of Piraeus and the islands. It also influences the lives of all islanders, as well as their merchandises being transferred via Piraeus. The port and the city should function jointly. This is the reason that in our developmental model, Culture and Urban Reforms possess a sovereign place, particularly with the creation of a "Cultural Coast".

If 2011 was a year of decisions, 2012 is a year of acquiring licences and implementing works. We are changing the port; we are bringing in the citizen in the port as a partner and not as a passerby. We are creating attractive services of high quality; we are bringing out our history and culture. We are heading towards a different future.

The main objectives of our investment plan

- Development of the **Container Terminal** (Pier I) and linking it through the railway with the Thriasio Merchandising Centre of the Hellenic Railways (OSE) within 2012.
- Development and extension of works in new sectors of activities of the **Car Terminal**.
- Extension of the **cruise** port with new docks and passenger reception terminals.
- Reorganization of the port front of service for passengers and vessels of **coastal navigation** employing novel embarkation modes.
- Creation of interventions for the improvement of the **environment**, so as to minimise hazards on the city and the port. Retention of the brand name of Ecoport .
- Participation in the creation of **combined transports** with the construction of a monorail perimetrically around the port.
- Reinforcing the **entrepreneurial infrastructures of the City and the Port** with the creation of a Conference and Exhibition Centre, a Thematic Park, a 5-star Hotel, a Centre of Innovation and Sciences, a Passenger Terminal and a Heliport.



2012-2016

Investment Plan of PPA SA

- Development of the ship building & repair zone through the affiliated company active in the field of providing services and of exploitation of the areas located in the ship building & repair zone of Piraeus (NAFSOLP SA). Separation of the sector and increase of share capital.
- Creation of a “Cultural Coast” extending from Ag. Dionysios up to Vasiliadis’ Coast. Museums and multi-activity sites will be installed therein, the most important action being the transformation of the old SILO into a Museum of sea antiquities, a Museum for Emigration, an Archaeological Museum at the Hetionian Gates and Thematic Parks on the History of Piraeus and Shipping

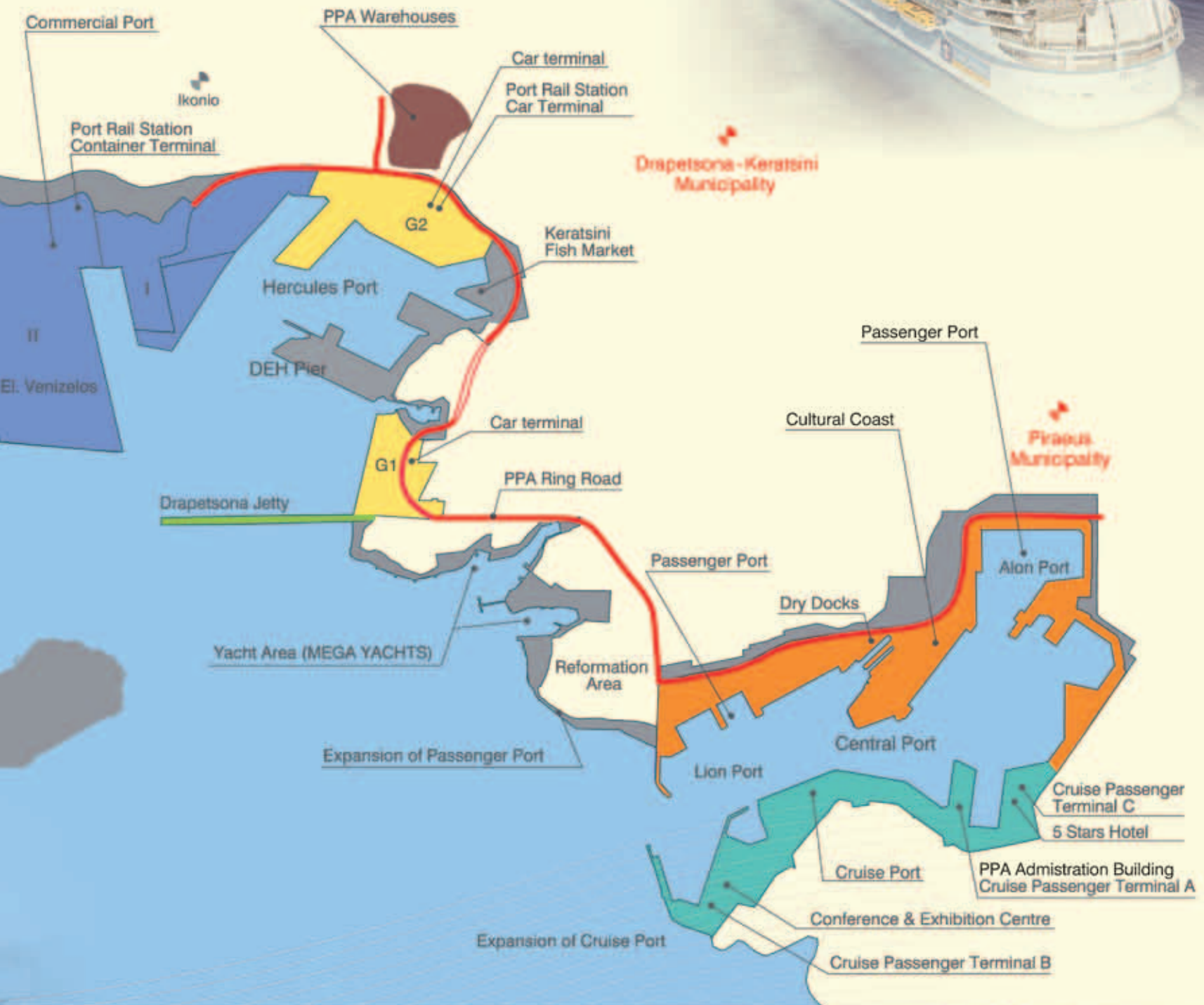
All abovementioned projects that are being included in the concept of the new developmental model of PPA were discussed with all entities in the city and with the public organisations. Following elaboration of the proposals for the Specific Developmental Plan of Piraeus, the latter was approved by an Inter-ministerial Committee, which assembled on 4 March 2010 in PPA's events hall. The individual projects are analytically presented in the following pages. The completion of these projects will create a port of powerful prospects in a historical but also modern city that will benefit its residents, those passing through, tourism, shipping and enterprises of the region. All works being implemented abide by the objective of interconnecting Shipping, Tourism and Culture.



A Port of Large



Dimensions



The National Port of Piraeus

Node of international transport networks

The port of Piraeus has unique advantages, because of its strategic location and its infrastructures. As the natural port outlet of Athens to the sea, located at a distance of hardly 10 km therefrom, it constitutes the main gate of imports and exports of the country. At a small distance from the international ma-

rine commercial routes, it possesses a nodal geographic position as the sole European port in the Eastern Mediterranean with the essential infrastructures for the provision of services to transit trade.

DISTANCE OF PIRAEUS FROM NEIGHBOURING PORTS

	DISTANCE	HOURS
Thessaloniki	252	11
Constantinople	352	15
Port Said	593	25
Ashdod	657	27
Constanza	548	23
Koper	835	35
Genoa	972	41
Marsaxlokk	517	22
Novorossiysk	808	34
Gibraltar	1.481	65



Competitive advantages of the Port of Piraeus

- /// An advantageous geographic position on the crossroads of Asia-Africa-Europe.
- /// Adequate infrastructure facilities and natural deep draughts for the service of the largest container and car carriers.
- /// Operation under the free zone status type I.
- /// Operation of the container and car terminals on a 24-hour basis, 365 days per annum.
- /// Gradually differentiated tariff offering discounts for increased transshipment quantities of containers and cars.
- /// Competitive tariff for the storage of cargoes.
- /// A large number of feeder services with most of the main ports of the Mediterranean.
- /// Application of an integrated information system on the operations of the port.
- /// Operating under security conditions based on international standards and regulations (ISPS).
- /// Qualified and experienced staff



PROJECT: EXTENSION OF THE PASSENGER SECTION OF PIRAEUS PORT - SOUTHERN ZONE (CRUISE)*

TIME SCHEDULE:

Competition of bids middle 2012 - Completion of competition (6 months) end 2012 - Beginning of works 1-1-2013 / Completion of works (4 years) 31-12-2016.

THE NATURAL OBJECT:

The project concerns the extension of the passenger port of Piraeus towards the southern end, with a scope of creating 6 places for mooring of cruising vessels with a length of approximately 350m, so that the port of Piraeus is converted into the main cruise centre in the Mediterranean region. The project includes the construction of exterior port works (breakwaters) of a total length of 1.500m, interior port works (sill walls) of a total length of 3.000m, as well as of new overland spaces with an area of 175.000m². The expenditure for this project in accordance with the budget of the study amounts to 230 million €. The need of implementing this project results from: a) the anticipated cruise increase in the forthcoming years, b) the progressive transformation of the port of Piraeus into a home-port of cruises, and c) the continuous enlargement of cruising vessels that will exceed the length of 340m in the decade 2015-2025.

STUDIES - LICENSING:

A study of the environmental after-effects and a study of costs & benefits thereof have been elaborated. A study on a natural model (because of the size of the project) was also carried out in the hydrodynamic laboratory of the National Technical University of Athens (EMP). The technical Study and the documents for auctions are being prepared by the Project Administration Directorate of PPA. The licensing is at the final phase, since the project has been approved by the Port Planning & Development Committee (ESAL), the preliminary environmental study was approved and the issue of environmental terms is expected. The project has been included for funding by the NSRF. The tendering of the project is planned for the 1st semester of 2012.



*** A VERY IMPORTANT national project for the development of cruise in Greece.**



PROJECT: EXTENSION OF THE PASSENGER SECTION OF PIRAEUS - PORT NORTHERN ZONE

TIME SCHEDULE:

Competition of bids early 2013 - Completion of competition (6 months) middle 2013 - Beginning of works 1-6-2013 / Completion of works (3.5 years) 31-12-2016.

THE NATURAL OBJECT:

The project concerns the extension of the passenger port of Piraeus towards the northern end thereof, with a scope of creating new places for overland domestic passenger service, in order to meet the needs for mooring of large and medium sized (mega yacht) modern passenger and tourist vessels. The project includes the construction of interior port works too. Taking into account the needs of the port in question to overland spaces, the suitable exploitation of the land space available behind the port works should be studied. These works will constitute the natural continuation of the area under reform of the port-industrial region of Drapetsona that is the property mainly of the National Bank, PPA, the State, AGET and of the Hellenic Petroleum (ELPE). The works will have an intense social character and will, through soft interventions, constitute an outlet of resting and recreation for the residents of the regions at the proximity of the port. The establishment of a company of special scope and the hiring of a developer, who will consider the proposals together with the Municipality and the Organisation of Planning and Environmental Protection (ORSA) for the final decision on the development of the region, is called for.

STUDIES - LICENSING:

A study of the environmental after-effects and a study of costs & benefits thereof are required. A study on a natural model (because of the size of the project) is already being carried out in the hydrodynamic laboratory of the National Technical Univer-

sity of Athens (EMP). The technical Study and the documents for the auctions will be elaborated by the Project Administration Directorate of the PPA. The licensing comprises of approval from the Board of Directors of the PPA, the Port Planning & Development Committee (ESAL), a Joint Ministerial Decision relating to the environmental terms and a Joint Ministerial Decision for the sedimentations. Furthermore, a decision on land-planning arrangements in the broader region of overland areas in the former port-industrial zone of Drapetsona - Keratsini is required that would classify part of such a zone in the service of this novel passenger port. It is estimated that the studies and licensing can be completed within 2012.

INDICATIVE PLAN



PROJECT: CONSTRUCTION OF A NEW EXHIBITION-CONFERENCE CENTRE AND OF A CRUISE CENTRE AT THE THEMISTOKLEOUS REGION OF THE CENTRAL PORT

TIME SCHEDULE:

If necessary licenses are acquired by August 2012 (it is considered feasible), beginning of works can be scheduled for 1-9-2012 and completion of works at 31-12-2014.



THE NATURAL OBJECT:

Construction of a new exhibition - conference centre of a total surface area of 21.500m² with a possibility of increase (if required) by 9.900m² and of a cruise centre of a total area of 38.300m², out of which 14.500m² for commercial uses and 23.800m² for restaurant and recreation facilities. Creation of 1.800 parking places is also provided at two underground levels under the surface area of the complex. Estimate of expenditure at 90 million €..

IMPLEMENTATION:

The work is being implemented following execution of a contract based on the system of package Study - Construction - Self-financing against concession of exploitation of the same. Approval of the Port Planning & Development Committee (ESAL) has been received and the decision of approval of the preliminary environmental study has been issued. Already the final environmental study is being prepared at the expenditure of the concessionaire so that the environmental terms might be issued. The transportation study has been delivered.



PROJECT: EXTENSION OF THE 2nd CRUISE TERMINAL AT THEMISTOKLEOUS COAST

TIME SCHEDULE:

The completion and delivery of this work is expected on 30/04/2012.

THE NATURAL OBJECT:

It relates to the extension of the existing 2nd passenger terminal at Themistokleous' Coast by 3.900m². Following this significant extension, the passenger terminal will incorporate a total overland area of 5.400m² (1500m² already existing). This terminal will substantially serve cruise passenger traffic in the Leontos' region wherein the largest cruise vessels visiting the port of Piraeus moor. It is noted that during 2011, cruise passengers in the Port of Piraeus amounted to 2.650.000 with an increase of 35% compared to 2010.

Estimated final expenditure 4 million € (not including VAT).

IMPLEMENTATION:

The work is being implemented with an executed contract. All necessary licenses have been received (including building construction license and License of the Central Archaeological Board of the Ministry of Culture) and will operate in May 2012.



PROJECT: CONSTRUCTION OF A NEW DOCK FOR SERVING CRUISE VESSELS IN THE REGION OF AG. NIKOLAOS/MIAOULI COAST

TIME SCHEDULE:

The competition has been carried out, the contract has been signed and the works have begun. Completion is expected on 31/05/2012.



THE NATURAL OBJECT:

Construction of a new dock wall with a length of 280m and a working depth of -11.50m for serving cruise vessels. Additional land spaces of 8.4 acres will also be created. All necessary permits and licenses for this project have been issued and the project has been included for funding by the NSRF.



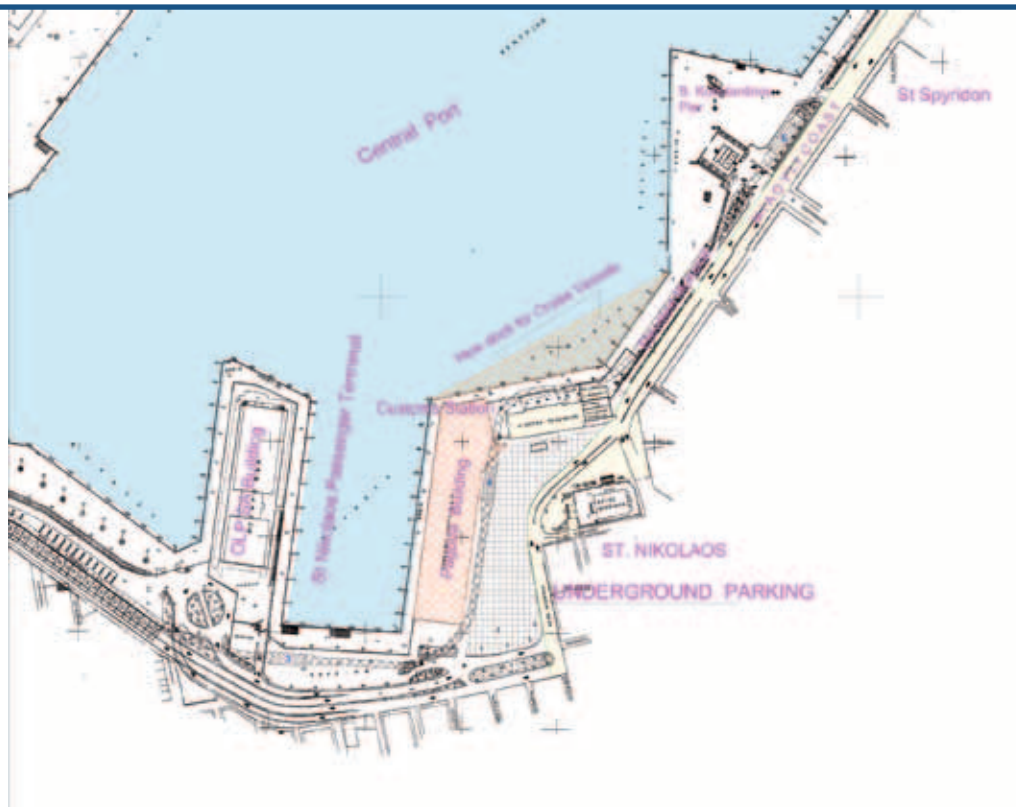
PROJECT: RECONSTRUCTION OF THE PAGODA BUILDING FOR CONVERSION THEREOF INTO A CRUISE TERMINAL AND A 5★ HOTEL

TIME SCHEDULE:

Competition in April 2012 - Completion of competition 31-12-2012 - Studies - Licensing 30-06-2013 / Beginning of works 01-07-2013 / Completion of works (36 months) 30-06-2016. Provided that the project advances as such with a concession contract, the time schedule can be minimized.

THE NATURAL OBJECT:

Reconstruction of the “Pagoda” building in the region of Ag. Nikolaos for conversion of the same into a cruise passenger service terminal and the creation of a luxury 5-star hotel. In the framework of ensuring financing of the project, provision is also made for the creation of office spaces for shipping companies. The project is planned to be implemented with the package system of study - construction - self-financing against concession of exploitation (or of joint financing if self financing is not made feasible).



STUDY - LICENSING:

A competition with the system of study – construction - financing against concession of exploitation (concession contract) has already been announced to take place on 02-04-2012.



PROJECT: CONVERSION OF THE PENTAGONAL WAREHOUSE AT MIAOULI COAST INTO A 3rd CRUISE PASSENGER TERMINAL

TIME SCHEDULE:

Beginning of works is expected in March 2012 and completion on 30/06/2012.

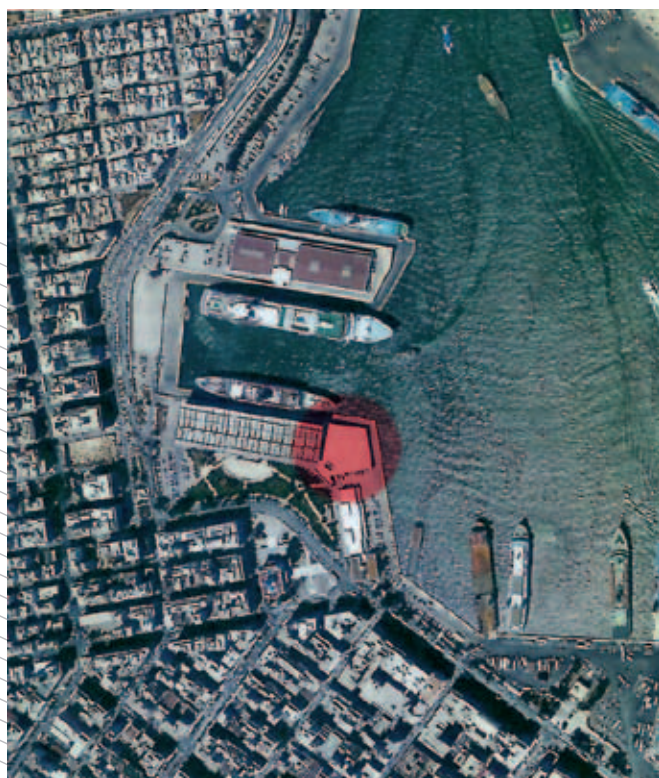
THE NATURAL OBJECT:

The object of the work is the conversion of the pentagonal warehouse at the Miaouli Coast region of the Central Port, with a surface area of 3.500m², into a 3rd Cruise Passenger Terminal of PPA. This work is combined with the construction of the new dock walls in the region and the disposal of an additional position at V. Konstantinou Pier for the serving of cruise vessels. Reform of land spaces is also provided for serving tourist buses and taxis and for establishing appropriate traffic

arrangements. A necessary prerequisite is the transfer of installations of the Central Port Authority of Piraeus that is scheduled to move to the Old School of Coastguards (PPA Building) with a multi-year concession contract.

STUDIES:

The necessary studies are already being elaborated and completion thereof is expected in February 2012.



PROJECT: RENOVATION - EXPLOITATION OF THE SUPERSTRUCTURE AT KRAKARIS' PIER

TIME SCHEDULE:

Completion of works and operation on 31/12/2014

THE NATURAL OBJECT:

The objective of the works is the promotion, emergence and development of the existing conveyor belt for the loading of fertilizers in Krakaris' Pier that has for decades constituted the landmark at the entrance of the port of Piraeus, with a parallel exploitation thereof so that it may constitute a self-financed installation. Thus, provision is made in the study for the creation of an exhibition space with an area of around 550m², a restaurant with an area of roughly 660m² and of a refreshment facility with an approximate surface area of 50m².

Krakaris' pier constitutes, together with Themistokleous' pier, the gate of entrance into the Passenger Port of Piraeus. The configuring of the existing infrastructure at Krakaris' Pier,

with a scope of maintaining its historical character, but at the same time of constituting a symbolic feature at the entrance of vessels in the port, is decisive for the overall image of the Passenger Port to the visitors of the city of Piraeus.

The project is planned to be implemented with the package system of study - construction with financing being provided by the Regional Operational Program of Attica (PEP Attikis) allocated to PPA and being included in the operational uses of the Cultural Coast.

STUDY - LICENSING:

A preliminary architectural and structural study for the project has already been accomplished.



PROJECT: UNDERWATER OF CONNECTION (PEDESTRIAN CROSSING) AT LEONTOS REGION AND HETIONIAN COAST IN THE CENTRAL PORT OF PIRAEUS

TIME SCHEDULE:

Elaboration of the environmental study scheduled until May 2012. Receipt of Licenses until 31/12/2012.



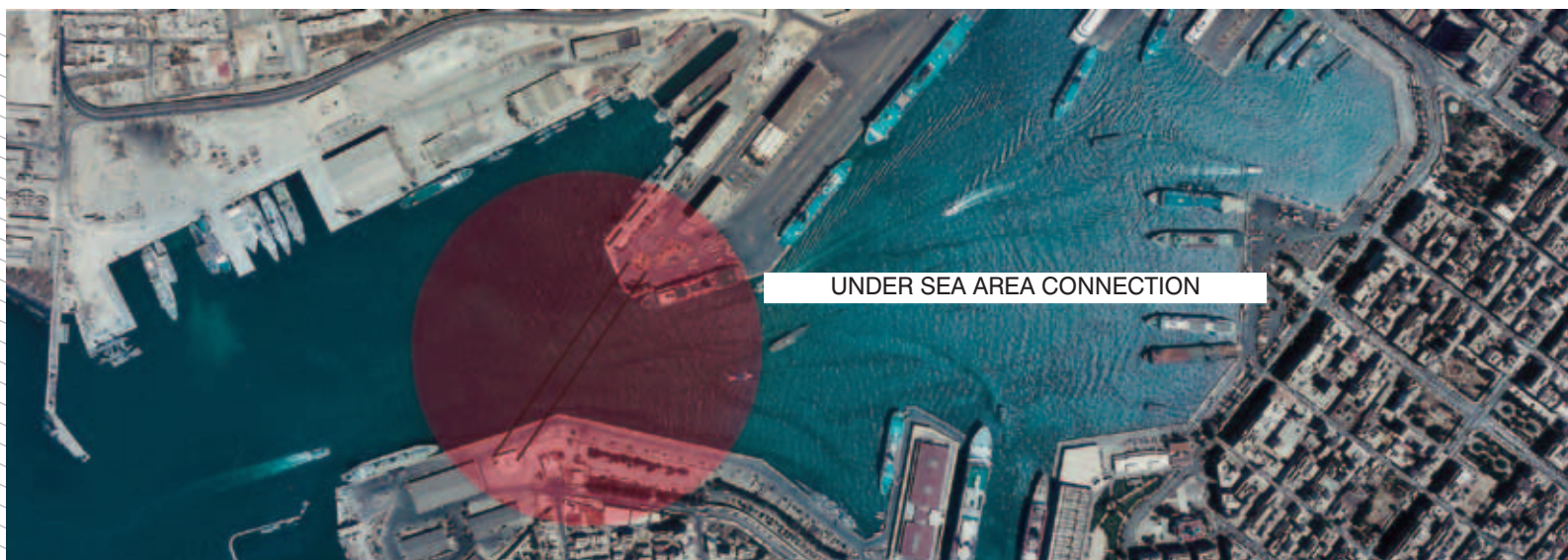
THE NATURAL OBJECT:

The project relates to the construction of an underwater connection (pedestrian crossing) between the “Leontos” region and the Hetionian Coast in the Central Port of Piraeus, that will allow fast and comfortable crossing of pedestrians from one region to the other, whilst at the same time creating enhanced accessibility not only in the cruise area and the envisaged Exhibition - Conference Centre, but also in the broader region of the intended Hetionian Cultural Coast.

The work is located at the second entrance into the Central Port of Piraeus. The minimum distance between the sill walls of the two regions is approximately 200m.

STUDIES - AWARING OF LICENSES:

The elaboration of the preliminary study for the underwater connection with a budget of 10 million € has been accomplished. A study of environmental after-effects and the approval of ESAL is required. The project has been included for funding in the Regional Operational Programme (PEP) of Attica in the Cultural Coast of Piraeus.



UNDER SEA AREA CONNECTION

PROJECT: CONSTRUCTION AND INSTALLATION OF AN ELEVATED TRANSPORT MEDIUM PERIPHERALLY AROUND THE PORT (MONORAIL)*

TIME SCHEDULE:

A competition with the system Study – Construction following a pre-selection process is scheduled for April 2012. Competition Procedure 6 months - Beginning of works 1-11-2012 / Completion 31-12-2014.

THE NATURAL OBJECT:

Construction of infrastructure and installation of a transport medium (of the MONORAIL type) peripherally around the Central Port at level +1 (at a height of 5-6m so as to allow passage through the gates of the port of private cars and lorries, since in accordance with statistical data of the port there is an annual traffic of 2 million vehicles on board vessels employed in coastal navigation).

STUDY- LICENSING:

The project is planned to be implemented with the system study – construction following a pre-selection process and incorporation thereof in the Community Programs. PPA has obtained approval of environmental terms. Also, the process of pre-selection (6 groups), has been completed, the preliminary technical study and the decision of recruitment of maturation and monitoring of the project after a competition have been accomplished. The project has been included for funding by the NSRF.



*** IT IS A VERY IMPORTANT project in serving the port's passengers and transferring them to the commercial centre of Piraeus. It is a modern ecological transport medium.**



PROJECT: PORT WORKS FOR THE DEVELOPMENT OF HERCULES PORT (COMMERCIAL PORT)

TIME SCHEDULE:

The relative studies are being prepared by PPA. Works are expected to obtain required licenses within 2012 and to be executed in the period 2012-2014. Receipt of licenses by 31/12/2012.

THE NATURAL OBJECT:

The work relates to the rearrangement - development of Hercules Port and at a first stage includes the transfer of the ship building and repair activity in the region of the sill wall of Drapetsona (G1 management) with a corresponding transfer of the commercial activity (Car Terminal) in Pier I of Hercules Port (in front of the Public Power Corporation S.A.). In the framework of stage B', a port work is planned relating to the extension of Pier I of Hercules Port (northern part), which, further to the increase of sill walls, will substantially increase the overland area of the Car Terminal. It further places G1 management in adjacency and collaboration with G2 management, so that a possibility emerges of increasing the overall capacity of the Car Terminal via synergies.

The budget amounts to 15 million € (not including VAT).



PROJECT: CULTURAL COAST OF PIRAEUS

TIME SCHEDULE:

The preliminary architectural study of the Kastraki region has already been completed, such study including the creation of a park-square at the east of the site, the conversion of the Kastraki building into the Archaeological Museum of Piraeus and the renovation of the surroundings thereof with the creation of an underground car parking and green space.

The competition for the development of the two high-rise warehouses has also been launched (06/19/2012).

The museological study for usage of the SILO building as a Sea Antiquities Centre has further been elaborated and approved, static structural studies are currently being elaborated and an architectural competition is being planned to take place in February 2012.

Landscaping works are being implemented in the stone warehouse, whilst studies are being elaborated for the conversion thereof into a Museum of Emigration, a History Archive of PPA and a passenger waiting terminal.

The works are expected to be implemented in the period 2012-2015.

THE NATURAL OBJECT:

The progressive conversion of the area located between Agios Dionysios and the Ministry of Marine Affairs into a space of combined cultural activities, which will include: (a) the emergence of the area encompassing the Hetionian Gates into an archaeological park with lighting, plantations, promenade decks, etc., (b) the usage thereof as a thematic Archaeological Museum in the building located at Kastraki, following configuring of the existing building and of the surroundings thereof, (c) the conversion of the old SILO into a building wherein will be accommodated the Sea Antiquities of the country. The cranes and belt conveyors provided therein will be maintained as industrial monuments, (d) the conversion of the Stone Warehouse into a Museum of Emigration and a Historical Archive of PPA, (e) the conversion of the two large Warehouses (northern and southern) in the Hetionian Coast into thematic parks focusing on the history of the city of Piraeus, on shipping and on the battle of Salamis. At the same time cultural, innovative and tourist activities will be developed. (f) the general reform of the area with pedestrian pathways and green plantations, and (g) the restoration and maintenance of the fixed built reservoirs of the 19th century that constitute an industrial monument. The works of the three Museums constitute works that interest the Ministry of Culture and Tourism and PPA, whilst the two deposits will be



renovated and will operate via concession contracts. Works will be executed in three phases. The projects have been included for funding in the Regional Operational Program (PEP) of Attica (Region) within the framework of the program of the Cultural Coast..

STUDY - LICENSING:

The Master Plan of the project was already delivered, the joint actions of the Ministry of Culture and Tourism with PPA have been agreed and the progressive awarding of licenses and construction of the surrounding space is expected to begin after the structural study of the buildings provided for the Museums. The buildings of the two Warehouses will be subject to concession to private enterprises through an open international competition - invitation to bid for the study, construction and operation. The remaining buildings will - following the structural study thereof - be subject to architectural competitions to be announced.

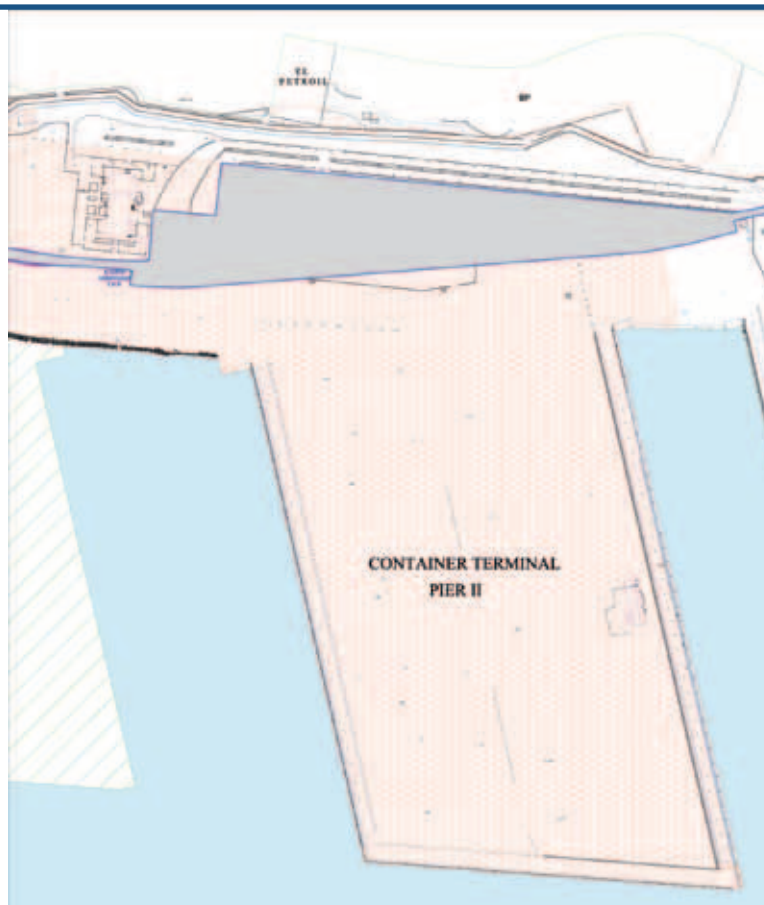
PROJECT: UPGRADING OF INFRASTRUCTURE AND EQUIPPING OF PIER II OF N. IKONION CONTAINER TERMINAL

TIME SCHEDULE:

The works have been implemented for the most part thereof and are expected to have been completed at the beginning of 2013.

THE NATURAL OBJECT:

The project concerns the upgrading of pier II container terminal with the installation of new modern equipment (new bridge cranes type S.P.P. in the western dock and densely arranged cargo stowing machinery of the type RMG in the pier) including the implementation of required infrastructure work for installation of the same. The works are being implemented under the responsibility and financing of the assignor PCT SA under the supervision of the Works Directorate of the PPA. Already most of the infrastructure works have been performed and the new bridge cranes type S.P.P. and machinery type RMG have been installed in Pier II.



PROJECT: CONSTRUCTION AND EQUIPPING OF THE EASTERN SECTION OF PIER III OF N. IKONION CONTAINER TERMINAL

TIME SCHEDULE:

Works have started in 2011 and completion thereof is expected in 2015 according to the contract between PPA SA and PCT SA. The works are being executed with the funding of PCT SA by Greek construction companies under the management of the Works Directorate of PPA and Supervisory Authority the Board of Directors of PPA.

THE NATURAL OBJECT:

The natural object of the project relates to the construction of the eastern section of pier III N. Ikonion container terminal and its equipping with bridge cranes and container stowing machinery. Construction of docks extending at a total length of 720m with a working depth of -18.00m and of overland areas with a surface area of 200.000m² is being planned. The works and the equipment will be manufactured under the responsibility and financing of PCT SA according to the contract signed between PPA SA - PCT SA under the supervision of the Works Directorate of the PPA. The work constitutes a strategic goal of PPA for the extension of services relating to containers, and this is the reason that it had already been included in its investment plan since 1994.

STUDIES - LICENSING:

Already, PCT SA has proceeded in the implementation studies for this work on the basis of the study drawn up by the Works Directorate of the PPA that constituted an element of the competition for the concession and such implementation studies have been approved by the Board of Directors of PPA SA. All licenses required for implementing the project have been obtained. The expenditure for the works is estimated at 110 million € (not including VAT) in accordance with the budget of the study, whilst the mechanical equipment is expected to cost a further amount equivalent to the abovementioned.



PROJECT: CONSTRUCTION OF THE BUILDING FOR MERCHANDISE HYGIENE AND VETERINARY CONTROL BETWEEN PIERS I AND II

TIME SCHEDULE:

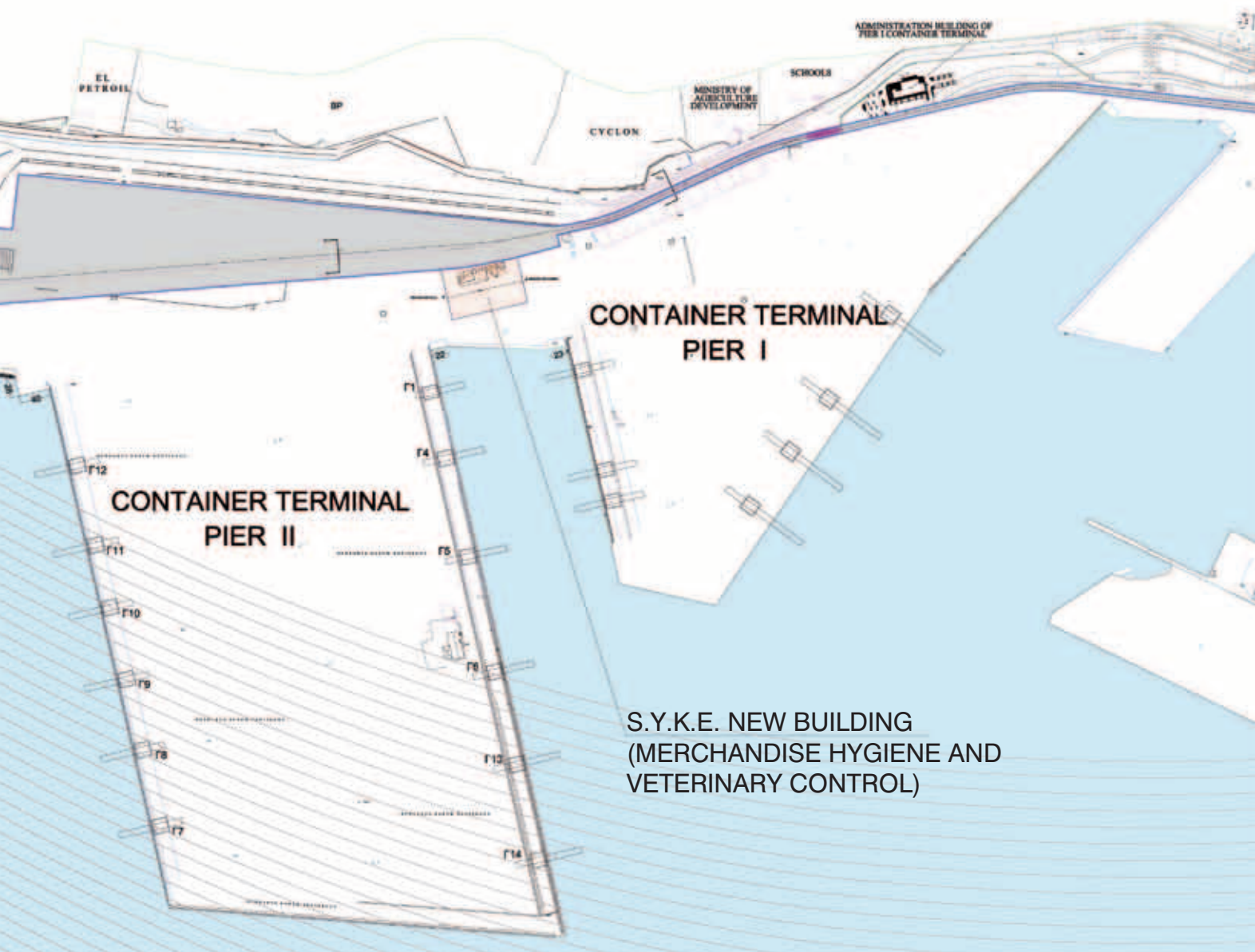
The construction and completion of the project is expected within 2012.

THE NATURAL OBJECT:

The project involves the construction of a new building for merchandise Hygienic and Veterinary Control (SYKE) in the area between Piers I and II of the Container Terminal. The building will have a total surface area of 850m² and will include all necessary modern installations for hygienic and customs controls, refrigeration chambers, etc. The cost of the project will be undertaken half by PPA SA and half by PCT SA.

STUDIES - LICENSING:

The technical study and tender documents were completed by the Works Directorate of PPA with a budget of 1 million €.





Brief Table of the Investment Plan 2012-2016

Amounts in Thousands Euro without VAT

a/a	DESCRIPTION	TOTAL	2012	2013	2014	2015	2016	REMARKS
1	Expansion of the southern part of the Central Port for providing services to cruise vessels	230.000	20.000	40.000	40.000	60.000	70.000	EIB/NSRF Large Project
2	Expansion of the northern part of the Central Port for the service of passenger and tourist traffic.	Under study	-	-	-	-	-	In conjunction with the renovation of Drapetsona
3	Exhibition – Congress Centre at the region of Leontos port.	90.000	10.000	40.000	40.000	-	-	Concession contract
4	Expansion of the cruise terminal at the Leontos region.	4.000	2.000	-	-	-	-	Own funds
5	New dock for cruise vessels at Ag. Nicolaos area/Miaouli coast.	5.000	5.000	-	-	-	-	NSRF/EIB
6	Conversion of “Pagoda” building into a cruise passenger terminal and a 5-star hotel.	50.000	-	10.000	20.000	20.000	-	Concession contract
7	Restoration – Exploitation of the Superstructure at Krakari’s Pier	2.500	1.000	1.500	-	-	-	NSRF/EIB
8	Conversion of the pentagonal building into a Cruise Vessel Terminal	1.000	1.000	-	-	-	-	Own funds
9a	Incorporation of the “Kastraki” building at the Hetionian Coast in the infrastructure of the Cultural Coast	Under study	-	-	-	-	-	Concession contract with the Ministry of Culture Joint financing /EIB

Amounts in Thousands Euro without VAT

a/a	DESCRIPTION	TOTAL	2012	2013	2014	2015	2016	REMARKS
9b	Conversion of the large deposit in the Hetionian Coast into a centre for a plurality of uses and innovation.	Competition in progress	-	-	-	-	-	Concession contract
9c	Conversion of the southern deposit at the Hetionian Coast into a centre of museum activities	Competition in progress	-	-	-	-	-	Concession contract
9d	Landscape works at the surroundings of the Cultural Coast	Under study	-	-	-	-	-	JESSICA/NSRF
9e	Conversion of the SILO building into a Museum of Sea Antiquities	Under study	-	-	-	-	-	Contract with the Ministry of Culture
10	Conversion of the stone deposit into a Museum of Immigration and a Historic Archive of PPA	4.500	1.000	1.500	2.000	-	-	NSRF/EIB Contract with the Ministry of Culture
11a	Underwater Connection (pedestrian crossing) of the Leontos region with the Hetionian Coast in the Central Port of Piraeus	A preliminary study has been prepared	-	5000	5.000	-	-	Own funds EIB ROP
11β	Underwater road connection for vehicles of the Cruise vessel port with the area of fertilizers of Drapetsona	100.000	-	10.000	20.000	20.000	50.000	Large Work NSRF/EIB
12	Construction and equipping of an elevated fixed rail medium (Monorail) perimetricaly around the port within the Piraeus port zone.	120.000	10.000	50.000	60.000	-	-	EIB/NSRF
13	Port Works for the development of Hercules' Port (Commercial Port)	15.000	-	4.000	4.000	4.000	3.000	PPA own funds /EIB

Brief Table of the Investment Plan 2012-2016

Amounts in Thousands Euro without VAT

a/a	DESCRIPTION	TOTAL	2012	2013	2014	2015	2016	REMARKS
14	Construction of a new building for Hygienic and Veterinary Control in between Pier I and Pier II	800	800	-	-	-	-	Joint financing by PPA – PCT S.A.
15	Upgrading of the infrastructure and equipment in Pier II of the Container Terminal	100.000	20.000	-	-	-	-	Financing by P.C.T. SA on the basis of a concession contract
16	Construction of the eastern part of Pier III at the container terminal	110.000	20.000	20.000	30.000	40.000	-	Financing by P.C.T. SA on the basis of a concession contract
17	New unified Customs Building at the ODDY area.	9.000	-	4.000	5.000	-	-	Own funds – EIB
18	Improvement of existing infrastructure.	50.000	6.000	8.000	10.000	12.000	14.000	Own funds - EIB
19	Heliport operation.	Ready	-	-	-	-	-	Concession
20	Environmental Infrastructure (a) waste (b) energy (c) fiber optics (d) plants (e) photovoltaic panels at coastal port.	Works Ready	3.000	-	-	-	-	NSRF/EIB Own funds Banks
21	Electric Power substations providing medium voltage to ships.	Elaboration of study	-	-	-	-	-	Own funds
22	Completion of railway network and stations at the Container Terminal and the Car Terminal	Under Construction	-	-	-	-	-	Financing by Hellenic Railway Company (OSE) (completion until 30/06/2012)

Amounts in Thousands Euro without VAT

a/a	DESCRIPTION	TOTAL	2012	2013	2014	2015	2016	REMARKS
23	Upgrading of the Terminal at "Lemonadika" area (Gianoulatou Complex)	Elaboration of Study	-	-	-	-	-	Own funds- EIB joint financing
24	Deepening of the Central Port.	8.000	1.000	1.000	2.000	2.000	2.000	Own funds – EIB
25	Works of upgrading of the Ship Repair Zone – Construction of a new building in the Ship Repair Zone of Perama	10.000	1.000	2.000	2.000	2.500	2.500	Own funds NSRF/EIB
26	Participation in the project of configuring the inlets to the Municipalities of Perama and Keratsini.	Under Construction	1.000	-	-	-	-	Own funds NSRF
27	Equipment of machinery and media	10.000	3.000	1.000	1.000	2.000	3.000	Own funds
28	Equipment of upgrading of areas of the port	5.000	1.000	1.000	1.000	1.000	1.000	Own funds
29	Installation of a reservoir at Perama and abandonment of the old fixed reservoirs, that will be given for use to the Cultural Coast	Under study	-	-	-	-	-	In combination with NAVSOLP
30	Autonomous ISPS operation for Piraeus	Elaboration of study	-	-	-	-	-	NSRF/ Own funds
31	Studies	5.000	1.000	1.000	1.000	1.000	1.000	Own funds

Traffic Statistics PPA SA 2011

PASSENGER TRAFFIC AT THE PORT OF PIRAEUS 2011	
CATEGORY	PASSENGERS
COASTAL SHIPPING	6.904.271
TRAFFIC IN SARONIC ISLANDS	2.278.694
CRUISE IN SARONIC ISLANDS	192.127
FERRY CROSSING PERAMA-SALAMINA	8.300.185
TOTAL OF INLAND PASSENGER TRAFFIC	17.675.277
OVERSEAS CRUISE	2.517.335
GENERAL TOTAL OF PASSENGER TRAFFIC	20.192.612

VEHICLES LOADED AT THE CENTRAL PORT OF PIRAEUS & THE FERRY CROSSING OF SALAMIS 2011			
CATEGORY	COASTAL SHIPPING	FERRY	TOTAL
PASSENGER CARS	520.640	1.281.715	1.802.355
TRUCKS	199.806	103.177	302.983
BUSES	9.003	6.108	15.111
MOTORCYCLES	118.996	680.055	799.051
GENERAL TOTAL OF LOADED VEHICLES	848.445	2.071.055	2.919.500

Note: The figure for motorcycles of coastal shipping refer to the period from 1-4-2011

TRAFFIC OF MERCHANDISE AT THE PORT OF PIRAEUS 2011	
CATEGORY	MERCHANDISE TRANSFERRED
CONTAINERS (T.E.U.)	500.133
CARS – MERCHANDISE (Vehicles)	417.659

Figures for Container traffic do not include traffic through the Container Terminal of PCT S.A. for which statistics are expected at the end of 2011

Source: PPA SA



UNDER SEA AREA CONNECTION





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