



GREECE AS CENTRAL-EASTERN EUROPE'S TRANSPORT HUB

The Hellenic Chamber of Shipping has long been promoting the idea of developing Greek ports with private sector involvement into logistics centres to serve the central and eastern Europe. This will provide substantial economic benefits for the national economy. Today, the Chamber feels justified because the government's policy in this respect has succeeded in making Piraeus into a major European transshipment port. Many companies are participating in its privatization. Already 4 international port operators and 2 funds, expressed their interest.

From April 2014 onwards shipments by rail started. Several major manufacturers and logistics companies have already expressed their interest to use Piraeus as a port of entry to the E.U. An efficient railway system linking Greek ports with the European rail system provides faster service between the Far East and the central, eastern Europe.

Examples:

Shanghai to Budapest, Hungary:

Via Piraeus	about 23 days
Via Trieste	about 28 days
Via Hamburg	about 35 days

Shanghai to Warsaw, Poland:

Via Piraeus	about 24 days
Via Trieste	about 28 days
Via Gdansk	about 36 days
Via Hamburg	about 35 days

Shanghai to Bucharest, Romania:

Via Piraeus	about 24 days
Via Trieste	about 28 days
Via Constanta	about 30 days

Since slow steaming has been applied by the liner operators, sea transit times to the major North European ports have increased by 7 to 10 days.

Greek ports appear to be the natural gateways to/from Central-Eastern European locations as well as Germany by means of an efficient railway system. Greek ports could also be a transshipment hub for Black Sea destinations and the Eastern Mediterranean with feeder vessels.