



## Short-term development objectives

To this end, Th.P.A. S.A.:

- is procuring and commissioning mechanical equipment which includes:
  - 3 power-driven conventional cranes with a 40 tonne hoisting capacity,
  - 1 Post Panamax gantry crane for containers with a hoisting capacity of 50 tonnes,
  - 2 straddle carriers,
  - A range of other equipment such as reach stackers, trailers, tractors, loaders etc.

Electro-mechanical equipment is also being modernised and 2 power-driven conventional cranes with a 25 tonne hoisting capacity are being reconstructed.

The company is also carrying out infrastructure and superstructure works which include:

- Construction and asphaltting of an area where Th.P.A. S.A. can handle domestic containers to be exported.
- Reconstruction of quays and resurfacing of roads and storage facilities at the Port.
- Partial renovation of the passenger terminal.

An aggressive port charges policy has been adopted with price reductions from 1.7.2010 as follows:

- A 20% reduction in the receipt/delivery fees for 'in transit' containers received by land transport at the Container Terminal plus a corresponding 50% increase in the number of lay days (from 8 to 12 days).
- Conclusion of loading/unloading/warehousing contracts at special rates for conventional cargo.
- Zero fees for barges used by cruise liners, and a 20% reduction in the cruise liner passenger embarkation/transit fee.



**Environment** The Company is upgrading its environmental protection measures by purchasing new equipment and supplies while also at the same time implementing the quality standards which Th.P.A. S.A. has adopted.

**Security** The Company implements the security measures specified in the International Ship and Port Facility Security code (ISPS).

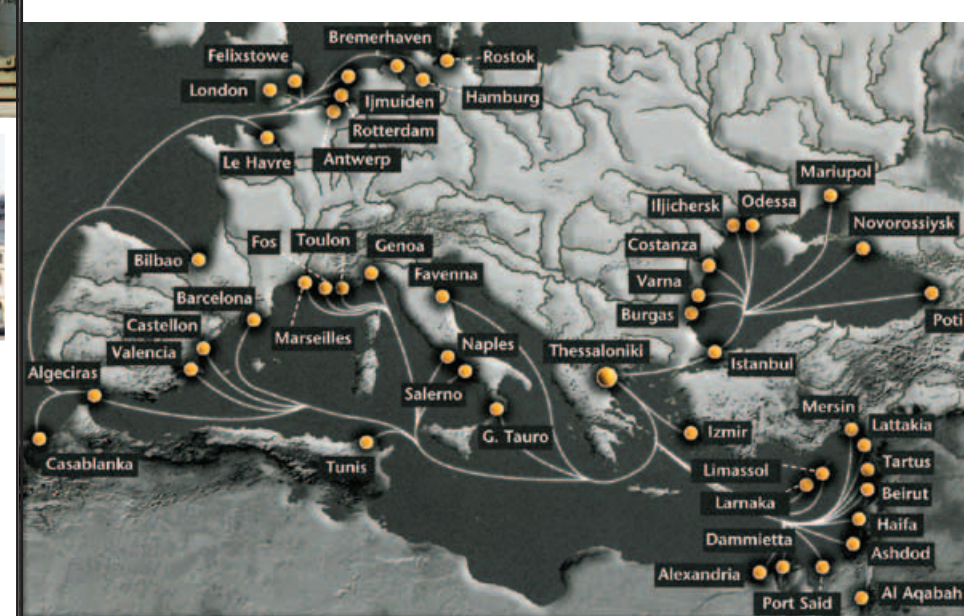
**E-banking** Th.P.A. S.A. allows clients to pay for container terminal services online using its e-banking system and there are plans to extend this to all company services.

**Transparency** The Company is promoting transparency by posting its tariffs, tenders and all important management decisions on its official website, [www.thpa.gr](http://www.thpa.gr).

**Port Development Council** The Port of Thessaloniki Development Council meets regularly, attended by all bodies involved in the port and all productive forces in the city with the aim of ensuring more effective transport of goods via the port.

Th.P.A. S.A. is seeking to improve the services provided by:

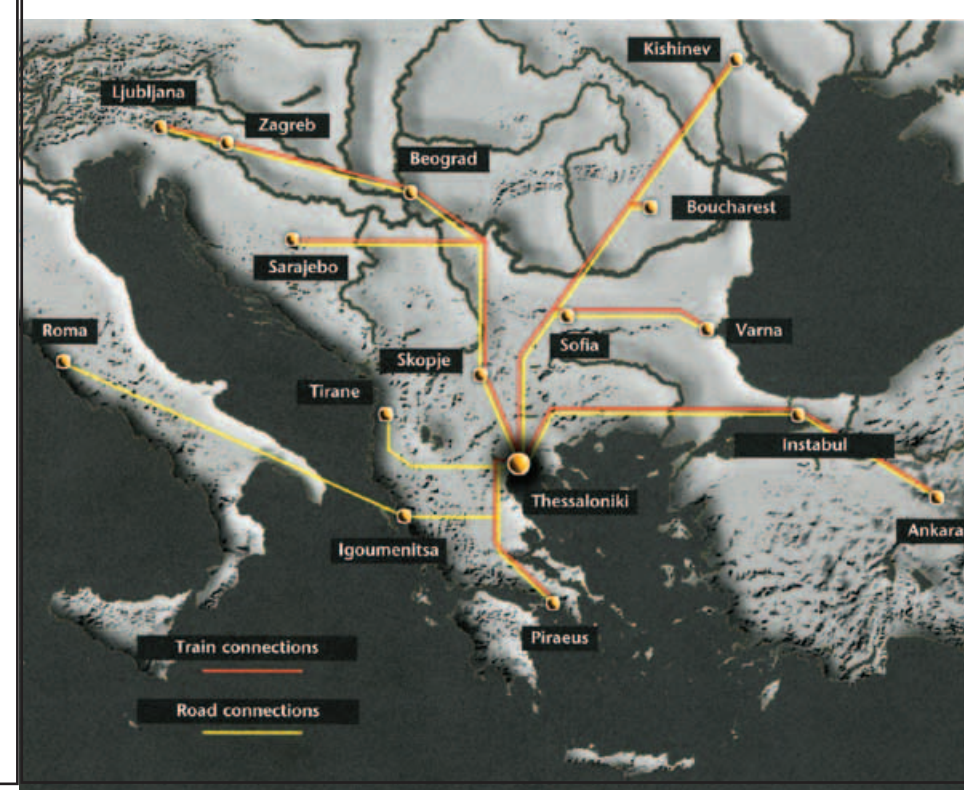
- Developing its commercial policy in direct collaboration with its clients.
- Collaborating closely with public services and authorities at the Port.
- Working with the railways to support the routing of block trains from the Port of Thessaloniki to various destinations in the Balkans, to ensure faster and more cost-effective transport of cargoes.



### DISTANCE BETWEEN PORT OF THESSALONIKI AND OTHER PORTS

ALEXANDROUPOLI	200 nm*
ALGECIRAS	1693 nm
VARNA	482 nm
VALETTA	727 nm
VOIOS	140 nm
HERAKLION	347 nm
ISTANBUL	333 nm
CONSTANZA	529 nm
LIMASSOL	653 nm
BURGAS	443 nm
PIRAEUS	252 nm
SMYRNA	254 nm

\*Nautical miles



### DISTANCES BETWEEN THESSALONIKI AND CITIES IN OTHER COUNTRIES BY ROAD

BELGRADE	610 km
BUCHAREST	610 km
PRISHTINA	269 km
SKOPIJE	220 km
SOFIA	280 km
TIRANA	330 km



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SPOT ADVERTISING

# THESSALONIKI PORT AUTHORITY S.A.

**A port open to the city, open to new prospects, the sea gateway to SE Europe.**

[www.thpa.gr](http://www.thpa.gr)



## Strategic Development Objectives

**Th.P.A. S.A. is:**

- constructing a 550 m length, 300 m width and 16 m depth extension to its Container Terminal which will be completed in 2015. Once the extension is complete, the Container Terminal will cover 550,000 m<sup>2</sup> and will be capable of handling 1.2 million TEUs a year. The project is being financed by Th.P.A. S.A. equity and a European Investment Bank loan.
- setting up a third-party logistics (3PL) centre in the Port of Thessaloniki in order to provide value added services for the cargo handled in the port.
- planning to utilise the company's real estate property, which is not currently being used for port-related activities by developing commercial properties and tourist facilities there.
- preparing a master plan covering land uses and the business activities of Th.P.A. S.A., as well as a business plan to promote the sustainable growth and development of the Port of Thessaloniki in line with cutting edge international practices.

Th.P.A. S.A. aims to improve the cargo and customer handling services provided by all bodies operating in the port and to increase the volumes of cargo and passenger traffic the Port of Thessaloniki handles.



## Commercial Port

### Container Terminal

Containers are handled at special facilities located in the western part of pier 6 (quay 26). The 550 m long and 340 m wide Container Terminal can handle vessels with a draught of up to 12 m. It is located within the Port's Free Zone and currently covers 254,000 m<sup>2</sup> and can store around 5,000 TGS (Twenty-foot ground slots).

It is equipped with state-of-the-art container handling machinery including:

- 4 gantry cranes (2 Post Panamax).
- 1 transtainer with a 50 tonne lifting capacity.
- 15 straddle carriers.
- 380 sockets (380 V) for reefers.
- A range of other container handling equipments.

### Conventional Cargo Port

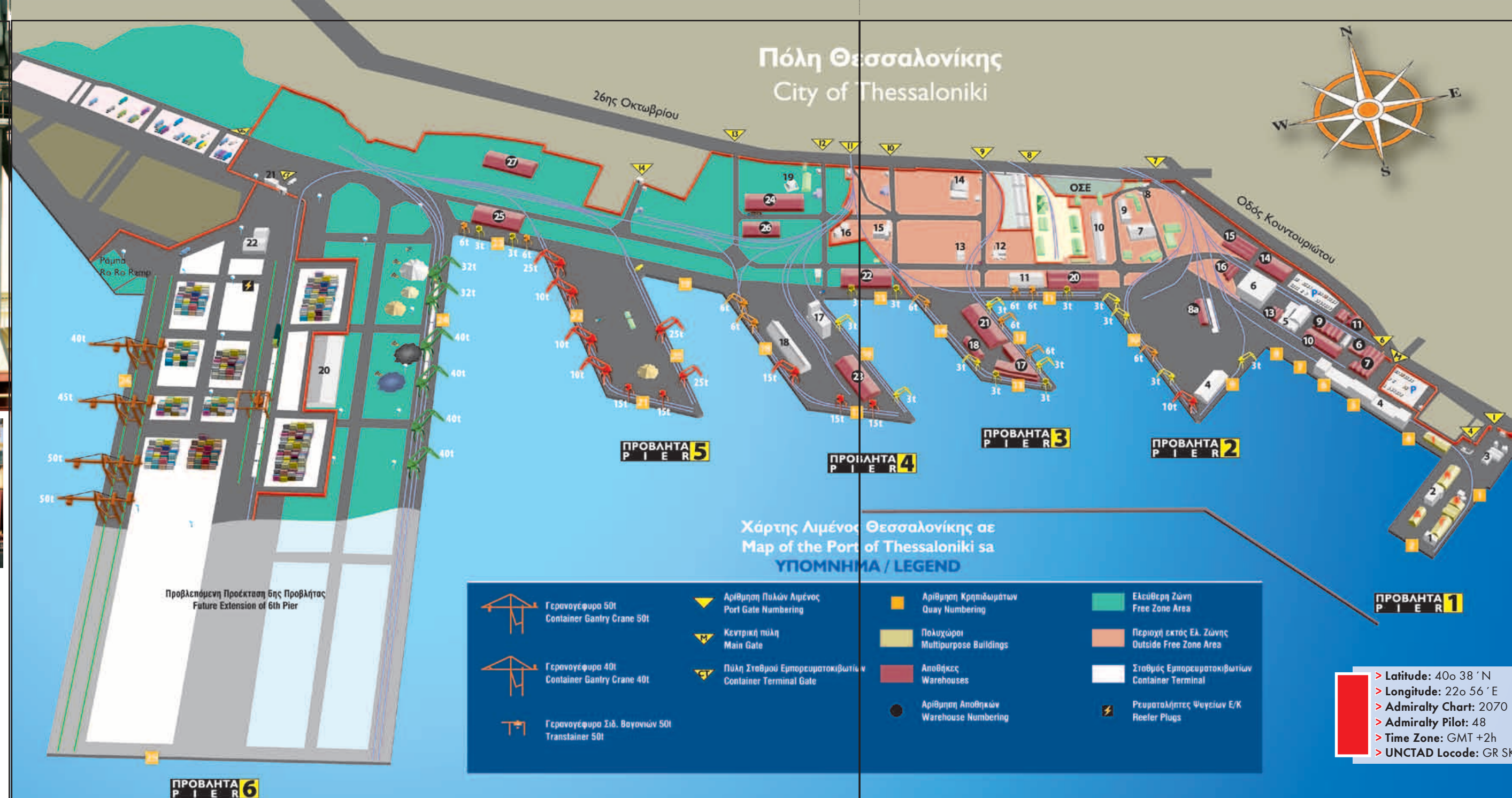
Conventional cargo is handled at the Port of Thessaloniki land zone at facilities covering 1 million m<sup>2</sup>, with 4,000 m of quays up to 12 m depth, the majority of which are located in the Free Zone.

#### The conventional cargo port handles:

- General cargo (iron, sheet metal, timber, marble, goods in pallets, tobacco, fruit/vegetables, etc.).
- Dry bulk cargo (minerals, metals, solid fuels, cereals, animal feed, fertilisers, cement, scrap).
- Liquid bulk cargo via pipelines (alcohol, chloroform, asphalt, chemicals, mineral oils, wine).
- Lorries using the Ro-Ro system.

#### The conventional cargo handling equipment consists of:

- 44 rail-mounted power driven cranes, with a hoisting capacity up to 40 tonnes.
- 2 harbour cranes, with a hoisting capacity of 100 tonnes.
- 2 mobile cranes with a lifting capacity of 120 and 150 tonnes respectively.
- Numerous other cargo handling equipment (loaders, forklifts, platforms etc.).



■ 1. Harbor Master's Offices ■ 2.Th.P.A. S.A. central offices ■ 3. Nursery School ■ 4. Passenger Terminal ■ 5. Directorate General of Administrative & Financial Support - Free Zone Offices ■ 6. Warehouse PAEGA ■ 7. Materials Warehouse ■ 8. Customs Offices ■ 9. Electromechanical Services - Workshops ■ 10. Machinery Workshops ■ 11. Shed ■ 12. Church ■ 13. Port Security office ■ 14. Dock Workers Building ■ 15. Directorate General of Operational Units Offices ■ 16. Tanks ■ 17. Silo ■ 18. Bulk Warehouse ■ 19. Caustic Soda Tank ■ 20. Shed ■ 21. Container Terminal Offices ■ 22. Container Terminal workshop

## THESSALONIKI PORT AUTHORITY S.A.

Thessaloniki Port Authority (Th.P.A.) S.A. is the entity, which is managing and exploiting the port. Th.P.A. became a societe anonyme in 1999 and has been listed in the Athens Exchange since 2001.

The Port of Thessaloniki lies at the crossroads of land transport networks (Egnatia Road and Patra - Athens - Thessaloniki - Evzoni Motorway) and Trans - European Network routes X and IV, and is an important sea hub for the European Union since it is close to the countries of SE Europe and the Black Sea.

#### Th.P.A. S.A. offers:

- 6,200 m of quays with depth up to 12 m
- 600,000 m<sup>2</sup> of open and covered storage facilities
- Mechanical equipment to ensure the safe and efficient handling of all types of cargo
- Storage facility and office space rentals
- Water and electrical power supply
- Telecommunication connections

## COMPARATIVE Advantages

- Excellent road and rail connections to Greek and European networks.
- There are double/triple railway lines along the length of all quays.
- Free Zone of Type I in line with Community customs legislation.
- The Container Terminal operates round the clock every day of the year offering flat rates.
- Integrated Information Management System at the Container Terminal.
- Conventional cargo port which offers flat rates in two shifts, with the option for a third shift at overtime rates.
- Security conditions in line with the ISPS Code.
- Hazardous cargo (from the IMO table) handled in line with the conditions in the relevant legislation.
- PERS environmental certification from Lloyds.
- ISO 9001:2000 certification for Container Terminal management systems.
- ISO 9001:2008 certification for loading/unloading of solid bulk cargoes (apart from grains).
- ILO PDP programme trained personnel.

## QUAYS

Length / Depth

QUAY	LENGTH
N.1	325 m
N.2	90 m
N.3	200 m
N.4,5,6,7,8	400 m
N.9	230 m
N.10	320 m
N.11	240 m
N.12	240 m
N.13	135 m
N.14	230 m
N.15	175 m
N.16	320 m
N.17	190 m
N.18	220 m
N.19	175 m
N.20	350 m
N.21	185 m
N.22	370 m
N.23	184 m
N.24	635 m
N.26	550 m

QUAY	DEPTH
N.1	8 m
N.2	8 m
N.3	8 m
N.4,5,6,7,8	8 m
N.9	8.60 m
N.10	10.10 m
N.11	9.70 m
N.12	9.20 m
N.13	10.10 m
N.14	9.70 m
N.15	10.40 m
N.16	10.10 m
N.17	11.10 m
N.18	9.90 m
N.19	8.90 m
N.20	9.70 m
N.21	12 m
N.22	9.50 m
N.23	8.90 m
N.24	12 m
N.26	12 m



## Passenger Port

### Open Port A port for culture & communication

As part of the modern approach it has taken of bolstering the ties between the port and the city, Th.P.A. S.A. has made facilities available at the port to develop various forms of activities. A series of warehouses on Pier 1 have been renovated into modern, functional multi-purpose spaces suitable for conferences, seminars, exhibitions, cinema and receptions, while the traditional style facades have been preserved.

Use of these facilities and the running of three museums at the port (Museums of Cinema, Photography and Contemporary Art) and hosting of the Thessaloniki Film Festival have transformed Pier 1 into a cultural hotspot familiar to everyone in the city and making the traditional port an attraction for visitors.

- There are 2 parking lots with 630 parking spaces each in operation around Pier 1 to meet the needs of visitors to the city centre.

### The following FACILITIES-SERVICES can also be found in the PORT ZONE:

- Harbor Master's Office
- Customs Control Offices
- Sanitary/Veterinary/Phytopathological Inspection Station
- General Chemical State Laboratory
- Fire Brigade Station
- Pilot Service (contact via VHF channel 12)
- Tugboat companies (contact by radiophone and VHF Channel 8)
- Lashing/unlashing companies
- Hellenic Railways Organisation (TRAINOSE) offices and staff

One of Th.P.A. S.A. main activity is handling Thessaloniki coastal shipping services and cruise liners.

### Thessaloniki: cruise liner destination

The passenger port is a "sea gateway" to Thessaloniki and the wider area (Dion, Pella, Vergina, Mt. Athos, Halkidiki and Pieria), which are major tourist destinations and places of cultural interest. The removal of cabotage restrictions has opened up new possibilities for the Port of Thessaloniki and the development of cruise liner tourism.

### Coastal Shipping

Coastal shipping lines run throughout the year but the number of routes multiplies during the summer. Ships sail from the port to the islands of the NE Aegean and the Cyclades, the Dodecanese and Crete. The company remains firmly committed to increasing the number of coastal shipping connections to/from the port of Thessaloniki.

### MACEDONIA Passenger Terminal

The Macedonia Passenger Terminal located in the heart of the city in a recently renovated neoclassical building with modern waiting areas, info kiosks, wireless access points and offers a friendly environment and top class services to all passengers. The passenger terminal complies with Schengen Treaty and ISPS Code requirements.