

Vessels

| Ship arrivals | | | | | | |
|---------------|---------------|----------|-------|------------|------------|--|
| Year | International | Domestic | Total | G.R.T | N.R.T | |
| 2004 | 1.782 | 1.157 | 2.939 | 24.015.606 | 11.548.955 | |
| 2005 | 1.775 | 1.235 | 3.010 | 24.913.106 | 12.006.043 | |
| 2006 | 1.670 | 1.134 | 2.804 | 21.623.120 | 10.079.434 | |
| 2007 | 1.802 | 1.183 | 2.985 | 25.127.873 | 11.891.719 | |
| 2008 | 1.160 | 1.065 | 2.225 | 16.602.846 | 8.305.409 | |
| 2009 | 1.327 | 599 | 1.926 | 18.942.912 | 9.263.130 | |
| 2010 | 1.394 | 610 | 2.004 | 20.600.731 | 9.878.620 | |
| 2011 | 1.405 | 583 | 1.988 | 18.363.634 | 8.552.605 | |
| 2012 | 1.283 | 488 | 1.771 | 19.282.608 | 9.364.180 | |
| 2013 | 1.368 | 451 | 1.819 | 19.534.767 | 9.596.544 | |
| 2014 | 1.509 | 588 | 2.097 | 21.257.738 | 10.579.417 | |
| 2015 | 1.327 | 656 | 1.983 | 20.500.790 | 9.974.852 | |

| Ship arrivals by berthing area | | | | | | | |
|--------------------------------|---------------|------------|--------------|---------------|------------|--------------|--------------|
| Year | 2015 | | | 2014 | | | Difference |
| | International | Domestic | Total | International | Domestic | Total | % |
| Container Terminal | 500 | 0 | 500 | 619 | 0 | 619 | -19,22 |
| Conventional Terminal | 429 | 325 | 754 | 496 | 242 | 738 | 2,17 |
| Passenger Terminal | 34 | 48 | 82 | 45 | 40 | 85 | -3,53 |
| Total ThPA piers | 963 | 373 | 1.336 | 1.160 | 282 | 1.442 | -7,35 |
| Liquid Fuels Anchorage | 274 | 271 | 545 | 239 | 299 | 538 | 1,30 |
| AGET Cement Dock | 90 | 12 | 102 | 110 | 7 | 117 | -12,82 |
| Grand Total | 1.327 | 656 | 1.983 | 1.509 | 588 | 2.097 | -5,44 |

| Ship arrivals by length class | | | | | | |
|-------------------------------|---------------|------------|--------------|---------------|------------|--------------|
| Length in meters | 2015 | | | 2014 | | |
| | International | Domestic | Total | International | Domestic | Total |
| 1-50 | 1 | 3 | 4 | 6 | 1 | 7 |
| 51-100 | 376 | 448 | 824 | 448 | 395 | 843 |
| 101-150 | 377 | 157 | 534 | 482 | 173 | 655 |
| 151-200 | 409 | 49 | 458 | 416 | 17 | 433 |
| >201 | 163 | 0 | 163 | 157 | 2 | 159 |
| Total | 1.326 | 657 | 1.983 | 1.509 | 588 | 2.097 |

| Ship arrivals by flag | |
|-----------------------|-------------------|
| 2015 | |
| Flag | Number of vessels |
| Greece | 698 |
| Malta | 348 |
| Turkey | 190 |
| Liberia | 128 |
| Antigua and Barbuda | 102 |
| Panama | 83 |
| Marshall Islands | 55 |
| Italy | 47 |
| Portugal | 43 |
| Cook Islands | 30 |
| Denmark | 29 |
| Tongo | 27 |
| Bahamas | 24 |
| Moldavia | 17 |
| Gibraltar | 16 |
| Hong Kong | 16 |
| Singapore | 14 |
| Netherlands | 12 |
| Ukraine | 12 |
| Russia | 11 |
| Cyprus | 5 |
| United Kingdom | 3 |
| Other | 73 |
| Total | 1.983 |

Passenger Traffic

| Passengers | | |
|------------|------------|--------------|
| Year | Passengers | Difference % |
| 2005 | 217.538 | 4,05 |
| 2006 | 129.684 | -40,39 |
| 2012 | 150.202 | 15,82 |
| 2008 | 163.502 | 8,85 |
| 2009 | 158.179 | -3,26 |
| 2010 | 100.755 | -36,30 |
| 2011 | 64.784 | -35,70 |
| 2012 | 50.648 | -21,82 |
| 2013 | 47.841 | -5,54 |
| 2014 | 44.586 | -6,80 |
| 2015 | 26.356 | -40,89 |

| Passengers by origin-destination | | | | |
|----------------------------------|----------------|-------------|----------------|---------------|
| Origin - Destination | 2015 | | 2014 | |
| | Disembarkation | Embarkation | Disembarkation | Embarkation |
| East Aegean | 0 | 0 | 12.717 | 12.078 |
| Dodekanisa | 0 | 0 | 0 | 0 |
| Cyclades | 0 | 0 | 0 | 0 |
| Crete | 0 | 0 | 0 | 0 |
| Sporades | 0 | 0 | 0 | 0 |
| Volos | 0 | 0 | 0 | 0 |
| Piraeus | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 12.717 | 12.078 |

| Passengers by route type, action | | | | |
|---|-----------------------|--------------------|----------------|---------------|
| 2015 | | | | |
| | Disembarkation | Embarkation | Transit | Total |
| Domestic Routes | 0 | 0 | 0 | 0 |
| Yacht | 0 | 0 | 0 | 0 |
| Domestic Cruises | 0 | 0 | 0 | 0 |
| International Cruises | 29 | 22 | 26.305 | 26.356 |
| Total | 29 | 22 | 26.305 | 26.356 |
| 2014 | | | | |
| | Disembarkation | Embarkation | Transit | Total |
| Domestic Routes | 12.717 | 12.078 | 0 | 24.795 |
| Yacht | 0 | 6 | 65 | 71 |
| Domestic Cruises | 0 | 0 | 0 | 0 |
| International Cruises | 148 | 13 | 19.559 | 19.720 |
| Total | 12.865 | 12.097 | 19.624 | 44.586 |
| 2013 | | | | |
| | Disembarkation | Embarkation | Transit | Total |
| Domestic Routes | 17.728 | 15.493 | 0 | 33.221 |
| Yacht | 0 | 17 | 12 | 29 |
| Domestic Cruises | 0 | 0 | 49 | 49 |
| International Cruises | 3 | 3 | 14.536 | 14.542 |
| Total | 17.731 | 15.513 | 14.597 | 47.841 |

Seaborne traffic

| Seaborne traffic | | | | | | | |
|--|-------------------|------------------|-------------------|------------------|------------------|-------------------|---------------|
| YEAR | 2015 | | | 2014 | | | Difference |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | % |
| TOTAL TONNAGE (in tonnes) | 10.239.990 | 5.008.850 | 15.248.840 | 9.674.807 | 4.731.693 | 14.406.500 | 5,85 |
| LIQUID BULK | 5.833.257 | 1.590.960 | 7.424.217 | 4.879.242 | 958.865 | 5.838.107 | 27,17 |
| Crude oil | 2.614.715 | 0 | 2.614.715 | 1.821.085 | 0 | 1.821.085 | 43,58 |
| Refined Products | 2.930.243 | 1.590.960 | 4.521.203 | 2.683.141 | 956.992 | 3.640.133 | 24,20 |
| Liquefied gas | 269.520 | 0 | 269.520 | 325.749 | 0 | 325.749 | -17,26 |
| Other Liquid Bulk | 18.779 | 0 | 18.779 | 49.267 | 1.873 | 51.140 | -63,28 |
| DRY BULK | 2.468.396 | 1.352.605 | 3.821.001 | 2.738.688 | 1.603.262 | 4.341.950 | -12,00 |
| Cereals | 18.185 | 63.187 | 81.372 | 14.284 | 147.064 | 161.348 | -49,57 |
| Cattle feed/Fodder/Oil Seeds | 176.978 | 7.929 | 184.907 | 141.983 | 8.333 | 150.316 | 23,01 |
| Coal | 295.099 | 153.549 | 448.648 | 473.552 | 69.342 | 542.894 | -17,36 |
| Ores | 1.433.750 | 470.726 | 1.904.476 | 1.584.760 | 505.723 | 2.090.483 | -8,90 |
| Fertiliser | 99.261 | 0 | 99.261 | 111.956 | 0 | 111.956 | -11,34 |
| Other Dry Bulk | 445.123 | 657.214 | 1.102.337 | 412.153 | 872.800 | 1.284.953 | -14,21 |
| GENERAL CARGO | 1.938.337 | 2.065.285 | 4.003.622 | 2.056.877 | 2.169.566 | 4.226.443 | -5,27 |
| Containers/Flats* | 1.586.472 | 1.933.960 | 3.520.432 | 1.568.680 | 1.952.831 | 3.521.511 | -0,03 |
| Ro/ro | 20.280 | 47.120 | 67.400 | 14.450 | 33.460 | 47.910 | 40,68 |
| Other General Cargo | 331.585 | 84.205 | 415.790 | 473.747 | 183.275 | 657.022 | -36,72 |
| ADDITIONAL INFORMATION (in units) | | | | | | | |
| Number of Vessels | 1.983 | | 1.983 | 2.097 | | 2.097 | -5,44 |
| Number of Passengers | 26.356 | 0 | 26.356 | 32.508 | 12.078 | 44.586 | -40,89 |
| Cruise Passengers | 26.356 | | 26.356 | 19.791 | | 19.791 | 33,17 |
| Non Cruise Passengers | 0 | 0 | 0 | 12.717 | 12.078 | 24.795 | -100,00 |
| Number of Containers/TEU | 179.368 | 172.039 | 351.407 | 174.748 | 174.765 | 349.513 | 0,54 |
| Empty | 61.276 | 26.205 | 87.481 | 57.866 | 29.349 | 87.215 | 0,30 |
| Loaded | 118.092 | 145.834 | 263.926 | 116.882 | 145.416 | 262.298 | 0,62 |
| Number of Containers | 120.841 | 116.438 | 237.279 | 119.337 | 119.613 | 238.950 | -0,70 |
| Empty | 42.916 | 14.957 | 57.873 | 41.969 | 16.971 | 58.940 | -1,81 |
| Loaded | 77.925 | 101.481 | 179.406 | 77.368 | 102.642 | 180.010 | -0,34 |

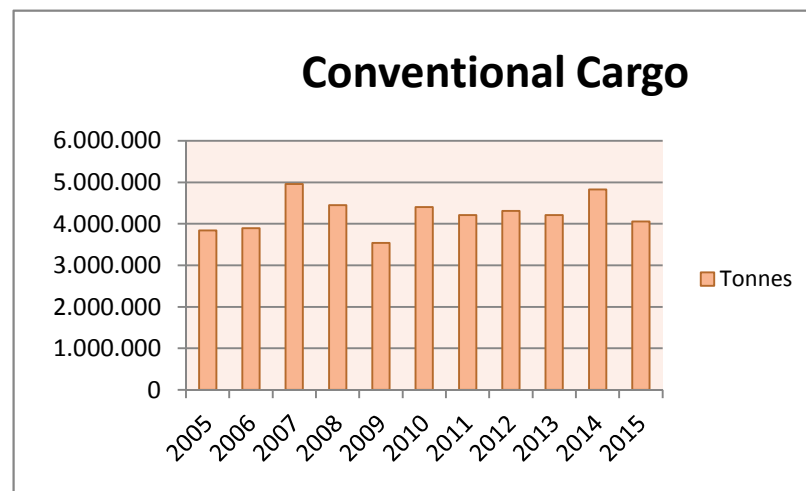
* Tare weight included

| Seaborne cargo traffic (in tonnes) | | | | | | | | |
|---|-----------------|------------------|------------------|-------------------|------------------|------------------|-------------------|-------------------|
| Year | | 2015 | | | 2014 | | | Difference |
| | | IN | OUT | TOTAL | IN | OUT | TOTAL | % |
| Seaborn traffic* | | 9.862.560 | 4.645.782 | 14.508.342 | 9.306.133 | 4.361.844 | 13.667.977 | 6,15 |
| ThPA Piers | | | | | | | | |
| | Domestic | 58.435 | 637.676 | 696.111 | 44.663 | 473.865 | 518.528 | 34,25 |
| | Imports/Exports | 1.795.832 | 2.127.979 | 3.923.811 | 2.005.562 | 2.531.797 | 4.537.359 | -13,52 |
| | Transit | 1.995.085 | 289.167 | 2.284.252 | 2.199.710 | 399.190 | 2.598.900 | -12,11 |
| | Total | 3.849.352 | 3.054.822 | 6.904.174 | 4.249.935 | 3.404.852 | 7.654.787 | -9,81 |
| Private Cement Pier | | | | | | | | |
| | Domestic | 231.467 | 0 | 231.467 | 237.799 | 0 | 237.799 | -2,66 |
| | Imports/Exports | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | Total | 231.467 | 0 | 231.467 | 237.799 | 0 | 237.799 | -2,66 |
| Private liquid fuel installation | | | | | | | | |
| | Domestic | 1.800.159 | 1.023.469 | 2.823.628 | 1.736.288 | 507.652 | 2.243.940 | 25,83 |
| | Imports/Exports | 3.981.582 | 567.491 | 4.549.073 | 3.082.111 | 449.340 | 3.531.451 | 28,82 |
| | Total | 5.781.741 | 1.590.960 | 7.372.701 | 4.818.399 | 956.992 | 5.775.391 | 27,66 |

* Tare weight not included

Conventional Cargo

| Seaborne Cargo Throughput at ThPA area excluding containers and Ro-Ro | | |
|---|-----------|--------------|
| Year | Tonnes | % Difference |
| 2005 | 3.840.869 | 8,92 |
| 2006 | 3.895.984 | 1,43 |
| 2007 | 4.956.319 | 27,22 |
| 2008 | 4.445.644 | -10,30 |
| 2009 | 3.538.140 | -20,41 |
| 2010 | 4.402.688 | 24,44 |
| 2011 | 4.207.359 | -4,44 |
| 2012 | 4.312.445 | 2,50 |
| 2013 | 4.208.845 | -2,40 |
| 2014 | 4.823.889 | 14,61 |
| 2015 | 4.056.840 | -15,90 |



| Analysis of Conventional cargo | | | | | | | |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| YEAR | 2015 | | | 2014 | | | Difference |
| | IN | OUT | TOTAL | IN | OUT | TOTAL | % |
| TOTAL TONNAGE (in tonnes) | 2.620.030 | 1.436.810 | 4.056.840 | 3.032.258 | 1.788.410 | 4.820.668 | -15,84 |
| LIQUID BULK | 51.516 | 0 | 51.516 | 60.843 | 1.873 | 62.716 | -17,86 |
| Oil products | 33.887 | 0 | 33.887 | 37.406 | 0 | 37.406 | |
| Other Liquid Bulk | 17.629 | 0 | 17.629 | 23.437 | 1.873 | 25.310 | -30,35 |
| DRY BULK | 2.236.929 | 1.352.605 | 3.589.534 | 2.500.889 | 1.603.262 | 4.104.151 | -12,54 |
| Ores & scrap | 1.433.750 | 470.726 | 1.904.476 | 1.584.760 | 505.723 | 2.090.483 | -8,90 |
| Coal | 295.099 | 153.549 | 448.648 | 473.552 | 69.342 | 542.894 | -17,36 |
| Agricultural products | 41.191 | 69.993 | 111.184 | 25.166 | 155.397 | 180.563 | -38,42 |
| Other dry bulk | 466.889 | 658.337 | 1.125.226 | 417.411 | 872.800 | 1.290.211 | -12,79 |
| Ro/ro (Conventional cargo) | 0 | 0 | 0 | 0 | 0 | 0 | - |
| Ro/ro in passenger vessels | 20.280 | 47.120 | 67.400 | 14.450 | 33.460 | 47.910 | 40,68 |
| GENERAL CARGO | 331.585 | 84.205 | 415.790 | 470.526 | 183.275 | 653.801 | -36,40 |
| Forest products | 0 | 2.344 | 2.344 | 589 | 2.882 | 3.471 | -32,47 |
| Iron & steel products | 291.594 | 80.093 | 371.687 | 431.085 | 179.440 | 610.525 | -39,12 |
| Other General Cargo | 39.991 | 1.768 | 41.759 | 38.852 | 953 | 39.805 | 4,91 |

Containers

| Seaborne Containers Throughput at ThPA Area in TEU's | | | | |
|--|---------|---------|---------|--------------|
| Year | Loaded | Empty | Total | % Difference |
| 2005 | 273.506 | 92.419 | 365.925 | 8,88 |
| 2006 | 259.015 | 84.712 | 343.727 | -6,07 |
| 2012 | 313.830 | 133.381 | 447.211 | 30,11 |
| 2008 | 186.064 | 52.876 | 238.940 | -46,57 |
| 2009 | 196.341 | 73.840 | 270.181 | 13,07 |
| 2010 | 209.560 | 63.722 | 273.282 | 1,15 |
| 2011 | 220.425 | 75.445 | 295.870 | 8,27 |
| 2012 | 233.198 | 84.702 | 317.900 | 7,45 |
| 2013 | 243.833 | 78.477 | 322.310 | 1,39 |
| 2014 | 262.358 | 87.632 | 349.990 | 8,59 |
| 2015 | 264.258 | 87.483 | 351.741 | 0,50 |

| Seaborne Containers Throughput at ThPA Area in units | | | | |
|--|---------|--------|---------|--------------|
| Year | Loaded | Empty | Total | % Difference |
| 2005 | 188.817 | 60.042 | 248.859 | 8,34 |
| 2006 | 180.137 | 54.487 | 234.624 | -5,72 |
| 2007 | 220.160 | 87.094 | 307.254 | 30,96 |
| 2008 | 132.083 | 32.873 | 164.956 | -46,31 |
| 2009 | 138.765 | 49.240 | 188.005 | 13,97 |
| 2010 | 147.990 | 41.979 | 189.969 | 1,04 |
| 2011 | 154.961 | 49.142 | 204.103 | 7,44 |
| 2012 | 159.386 | 54.742 | 214.128 | 4,91 |
| 2013 | 168.163 | 51.633 | 219.796 | 2,65 |
| 2014 | 180.047 | 59.186 | 239.233 | 8,84 |
| 2015 | 179.689 | 57.875 | 237.564 | -0,70 |

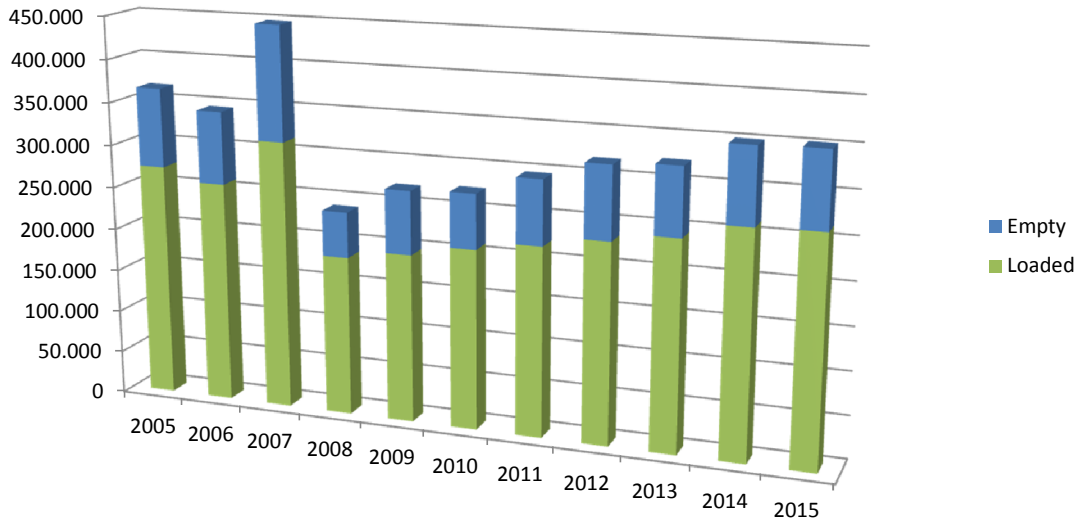
| Port Traffic* at ThPA Area in TEU's | | | | |
|-------------------------------------|---------|---------|---------|--------------|
| Year | Loaded | Empty | Total | % Difference |
| 2005 | 261.728 | 90.732 | 352.460 | 8,90 |
| 2006 | 255.002 | 82.594 | 337.596 | -4,22 |
| 2007 | 311.638 | 131.000 | 442.638 | 31,11 |
| 2008 | 186.042 | 52.870 | 238.912 | -46,03 |
| 2009 | 196.004 | 73.840 | 269.844 | 12,95 |
| 2010 | 209.409 | 63.722 | 273.131 | 1,22 |
| 2011 | 220.358 | 75.209 | 295.567 | 8,21 |
| 2012 | 233.198 | 84.553 | 317.751 | 7,51 |
| 2013 | 243.825 | 78.477 | 322.302 | 1,43 |
| 2014 | 262.298 | 87.215 | 349.513 | 8,44 |
| 2015 | 263.926 | 87.481 | 351.407 | 0,54 |

* Transshipment units are counted once

| Analysis of Seaborn Containers Throughput at ThPA Area in TEU's | | | | | | | | | | | | |
|---|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|
| Year | 2015 | | | | 2014 | | | | 2013 | | | |
| | In | | Out | | In | | Out | | In | | Out | |
| | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty |
| Imports/Exports | 87.427 | 61.274 | 128.343 | 26.205 | 89.901 | 57.449 | 130.125 | 29.349 | 83.413 | 55.109 | 124.525 | 23.366 |
| Transit | 30.333 | 0 | 17.491 | 0 | 26.913 | 0 | 15.291 | 0 | 22.244 | 0 | 13.583 | 0 |
| Transshipment | 332 | 2 | 332 | 2 | 12 | 417 | 60 | 417 | 60 | 0 | 8 | 0 |
| Domestic | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 118.092 | 61.276 | 146.166 | 26.207 | 116.882 | 57.866 | 145.476 | 29.766 | 105.717 | 55.109 | 138.116 | 23.368 |

| Analysis of Seaborn Containers Throughput at ThPA Area in units | | | | | | | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Year | 2015 | | | | 2014 | | | | 2013 | | | |
| | 20' | | 40' | | 20' | | 40' | | 20' | | 40' | |
| | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty | Loaded | Empty |
| IN | | | | | | | | | | | | |
| Imports | 26.641 | 24.554 | 30.393 | 18.360 | 29.321 | 25.997 | 30.290 | 15.726 | 27.167 | 23.351 | 28.123 | 15.879 |
| Transit | 10.883 | 0 | 9.725 | 0 | 8.475 | 0 | 9.219 | 0 | 8.150 | 0 | 7.047 | 0 |
| Transshipment | 234 | 2 | 49 | 0 | 4 | 75 | 4 | 171 | 12 | 0 | 24 | 0 |
| Domestic | 0 | 0 | 0 | 0 | 54 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total | 37.758 | 24.556 | 40.167 | 18.360 | 37.854 | 26.072 | 39.514 | 15.897 | 35.329 | 23.351 | 35.194 | 15.879 |
| Out | | | | | | | | | | | | |
| Exports | 50.405 | 3.709 | 38.969 | 11.248 | 52.905 | 4.593 | 38.610 | 12.378 | 51.841 | 1.436 | 36.342 | 10.965 |
| Transit | 6.723 | 0 | 5.384 | 0 | 6.963 | 0 | 4.164 | 0 | 5.321 | 0 | 4.131 | 0 |
| Transshipment | 234 | 2 | 49 | 0 | 14 | 75 | 23 | 171 | 2 | 0 | 3 | 0 |
| Domestic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Total | 57.362 | 3.711 | 44.402 | 11.248 | 59.882 | 4.668 | 42.797 | 12.549 | 57.164 | 1.438 | 40.476 | 10.965 |

Containers in TEUs



Analysis of loaded containers in TEUs

