

Extended Abstract

Port charges of port authorities

A port is a particularly complex body where various kinds of commercial activities happen, concerning four categories: ships, freights, land means of transport and passengers. For port activities, users pay port dues at the port. In this MSc thesis the port dues of the Hellenic Ports Association are catalogued. Analyzes the port fees imposed by Hellenic Ports Organizations, who have the right to regulate the pricing policy.

Port infrastructure is a set of facilities and services, which purpose of serving as a hub of shore to shore commodity. This provision of services and facilities creates a cost for port entity. Part of this cost, depending on the port policy, is transferred to that user, who of course enjoys the privileges of using that infrastructure. The invoice that the port charges is possible to belong to one of the following categories: charges on the ship, charges on the freight and charges concerning passengers. The above charges may be made from the port authority or the user of the time-chartered property (for example, the Chinese COSCO, to which - with the proper fee - the facilities of the Piraeus Port Association were ceded for the next 40 years). Cooperation between the port and the ship is demanded, in order for the provided port services to be carried out properly; both have to pay, after using the services provided by the Port Association.

Initially, the existing port system is presented, as it has been developed over the years, the legislative and policies' amendments applied in our country, always with a view to the economic development and social improvement. Furthermore, by running a review of the pertinent international literature we accomplish a detailed analysis of the definitions of port dues, port costs, port costing and pricing policy applied to the ports through 4 approaches: the econometric one, the economic one, the approach from the part of the port and on the basis of competition. A special reference is made to the Regulation (EU) 2017/352 which, apart from being binding, is applicable for all EU Member States, and constitutes the legal framework for the provision of port services, in order to achieve financial transparency of ports.

Greece ports in the past were commanded by Marine Funds and Port Authorities. With the laws 2688/99 and 2932/01 the Port Authorities were converted into public limited companies; in 1999 Piraeus Port Authority and Thessaloniki Port Authority, and in 2001 the other Port Authorities. The spaces and the establishments located in Port Zones were transmitted in the Port Authorities with contracts confirmed by the law 3654/08. For better Authorities' organization and representation, and the confrontation of any problem, was established the Hellenic Ports Association whose members are all the Greek Port Authorities and Marine Funds. A special reference is made to the here follows the analytic presentation of the Port Association of Piraeus, Thessaloniki, Patras, Igoumenitsa, Heraklion, Volos, Corfu, Kavala, Alexandroupoli, Elefsina, Rafina, Lavrio and Euboea Island, the freights, the passengers who were carried through them and the pricing policy they apply. The services provided by each Port Association and the charges they undergo are both presented in tables. After that, a comparison is made among the Port Associations, the aforementioned port services concerning their

tariff levels for the loading and unloading of packaged freights, of containers and of passenger-ship containers (with roll-on/roll-off movements), the temporary storage of general merchandise, the passage of wheeled vehicles through the waterfront, and the docking rights. Finally, a comparison of port charges is made between Greek and European ports regarding the handling of liquid and solid bulk carriers, the handling of containers – loading and unloading, and the ro-ro movement.

The pricing policies followed by the ports for levying and collecting port dues depend on each port's target, its location, its accessibility, its ownership, its jurisdictions, the supplied equipment and the level of competition. Ports located close to each other tend to compete on the quality of the services offered and, of course, the prices. Consequently, it is necessary for the Port Association to examine the market where it takes action, before deciding on pricing.

The new developments in the harbor industry require the continuous effort of ports in order to become more competitive, so that they will ensure their share in the world trade. For a country, the improvement of the competitiveness of its export trade can be achieved by cutting the transit cost and especially by cutting the cost of services that a port offers. Furthermore, a continuous progress of the marine market and the services offered by the carriers is noted by using more efficient vessels, improved transport planning and fully specialized distribution net. Port's efficiency and friendliness represent an important self-selection factors as part of a modern supplying chain.

In conclusion, by comparing the pricing policy that has taken place between the joint services provided by port organizations, it is noted that the Port Authority of Piraeus and Thessaloniki receive the highest wages. Finally, the pricing policy and the range of charges are determined by external factors to the port beyond the cost of services it offers. Such factors are competition from nearby ports or new regulations and laws. Competition with adjacent ports and alternative modes of freight traffic are the factors determining the pricing policy.

Keywords: Port, Port Charges, Port Authority