

# T2.1. Action plan definition in each node (Annex 1)

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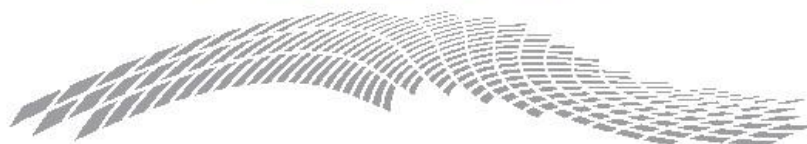
EUROPEAN UNION

**ADRION**

**ADRIATIC-IONIAN**

European Regional Development Fund - Instrument for Pre-Accession II Fund

**NEWBRAIN**



***PP10 –BEP Report***

## Document Control Sheet

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## **Annex 1 – The logistics node in local and TEN-T networks**

### **1. Networking**

Please explain if your logistics node belongs to a local network of other logistics nodes (please, list their names). In the following box, the Project Partner answers to this question and describes this local network of nodes (that could be also called “local cluster of logistics nodes”) (if it exists).

The Piraeus Chamber of Handicrafts (BEP) is a Legal Entity which was established by the Decree of May 5, 1925 (15), (Government Gazette 111 / A / 5-5-1925). The purpose of the Chamber includes:

- ) the protection and development of trade, industry, crafts, professions, services, exports and all sectors of the economy, in accordance with the interests and objectives of the national economy,
- ) the provision to the State (public authorities) of documented suggestions on every economic matter,
- ) the provision to members and interested parties of advice and information on every economic matter,
- ) the provision of support services for the activities of their members. "

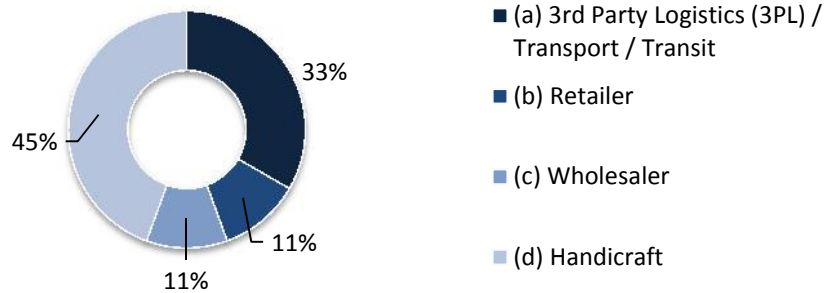
The Chamber has established close cooperation with the majority of its members, creating a network and acting as a central point of cooperation and support amongst them.

The clustering approach of BEP is three-leveled:

- ) BEP is considered a cluster itself, accounting over 15,000 members all active in the business sector of Piraeus.
- ) A number of BEP’s members are cluster themselves, with the most representative one in the marine industry being WIMA- the Worldwide Industrial & Marine Association.
- ) BEP is also an active member of wider clusters covering relevant sectors, with the most dominant one in the transport and logistics sector being the Hellenic Chambers Transport Association (EESYM).

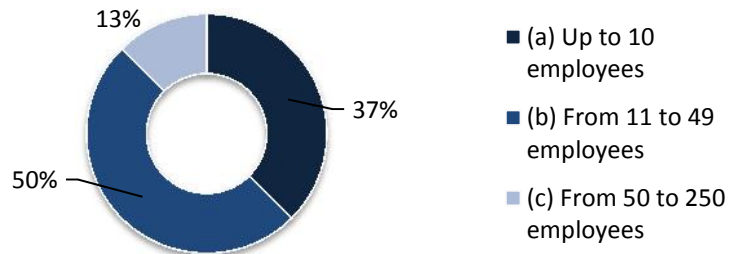
In the context of the NEWBRAIN project, a survey was conducted with the support of BEP, where various companies which are member of BEP participated. The scope of the survey was to map the current operation of the companies with regards to their transport activity and the logistics nodes used.

The majority of the companies that participated in the survey are Handicrafts companies, retailers, wholesalers, as well as 3PL and transport companies.



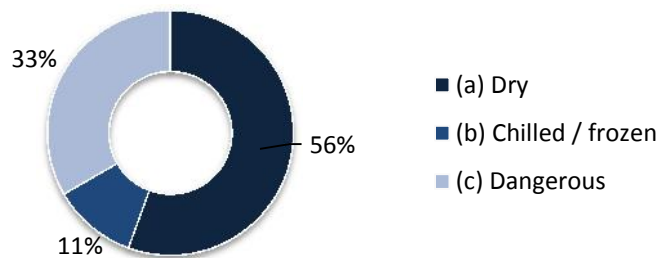
**Figure 1 Activity sector of the companies**

With regards to the number of the employees of the companies, 50% of them have between 11 and 49 employees in their workforce.



**Figure 2 Companies' size in terms of number of employees**

The majority of the companies participated in the survey transfer dry cargo (56%) while a significant number of companies (33%) transport dangerous goods (hazardous materials).



**Figure 3 The type of the goods that the companies store or handle**

The most predominant means of transport that they use are the truck (32%) and the ship (28%), following by the airplane (24%) and combined transport (16%).

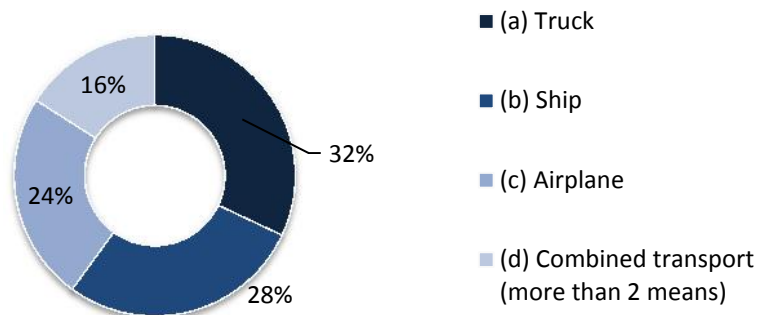


Figure 4 The means of transport that the companies use to perform their transport activity

Although BEP does not belong to a logistics node by itself, the members of BEP use various logistics nodes to transport their goods as well as to supply necessary raw materials and goods for their operation. Since the participated companies belong to the Chamber of Piraeus, the most significant node that the companies use is the port of Piraeus. However, according to the survey conducted, the participated companies use as well the port of Lavrio (South Attica), the port of Igoumenitsa (North Western Greece) and the port of Patra (South Western Greece). Additional ports that are temporally used as well are the port of Thessaloniki, Heraklion and Kyllini.

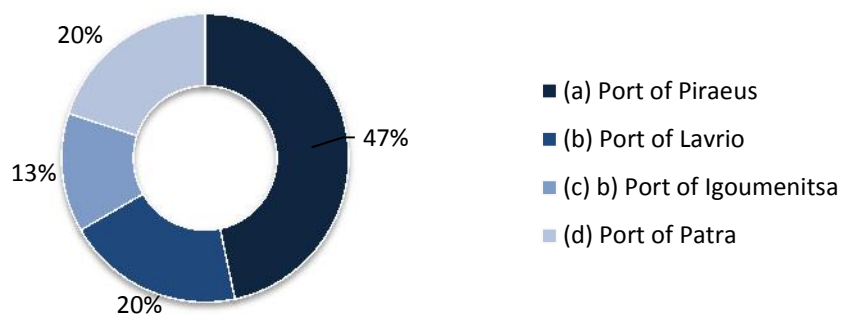


Figure 5 The ports that serve companies' transport operation

## 2. Backbone and Corridor

Is your logistics node inserted in a European transport backbone or corridor? Is it placed on one of the nine **core network corridors**? In which one? (please for details see the following link:

<http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/mobile.html>)

As it is already mentioned, BEP is not a logistics node but an association of companies that perform their operation and transport activities by using specific logistics nodes. According to the survey conducted to the members of BEP, the ports that are mainly used for their transport activities are Piraeus, Lavrio, Patra and Igoumenitsa, which belong to the Orient/East Med Corridor.

The Orient/East-Med Corridor connects the German ports Bremen, Hamburg and Rostock via Czech Republic and Slovakia, with a branch through Austria, further via Hungary to the Romanian port of Constanta, the Bulgarian port of Burgas, with a link to Turkey, to Greek ports Thessaloniki and Piraeus and a "Motorway of the Sea" link to Cyprus. It comprises rail, road, airports, ports, RRT's and the Elbe river inland waterway.

The multimodal TEN-T Core Network with the Core Network Corridors contribute strongly to European cohesion and strengthen the internal market. Enhanced multimodality on a better rail, inland waterways and maritime infrastructure within the multimodal TEN-T, as well as innovative technologies in the field of transport, will induce modal shift, reduce congestion on road, cut emissions of greenhouse and polluting gases and boost transport safety and security.

According the Regulation No. 1316/2013 the Orient / East-Med corridor (OEM corridor) and clarifications agreed with the Member States consists of the following parts (Figure 6):

- ) Rostock - Berlin
- ) Brunsbüttel – Hamburg – Berlin – Dresden
- ) Bremerhaven / Wilhelmshaven – Magdeburg – Leipzig / Falkenberg – Dresden
- ) Dresden – Ústí nad Labem – Mělník/Praha – Kolín
- ) Kolín – Pardubice – Brno / Přerov – Wien/Bratislava – Győr – Budapest – Arad – Timișoara – Craiova – Calafat – Vidin – Sofia
- ) Sofia – Plovdiv – Burgas
- ) Plovdiv – Svilengrad - BG/TR border
- ) Sofia – Thessaloniki – Athina – Piraeus
- ) Athina – Patra / Igoumenitsa
- ) Thessaloniki / Palaiofarsalos – Igoumenitsa



) Piraeus – Heraklion – Lemesos – Lefkosia - Larnaka



Figure 6 The Orient/East Med corridor and the connected nodes

### 3. Core or Comprehensive Network

Is your logistics node inserted in the list of nodes of the core or comprehensive networks, that are the dual-layer structure of the trans-European transport network? Please, in which one? (see Annex II of Regulation No 1315/2013, at this link: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32013R1315>)

As it is mentioned in Figure 5, the members of the BEP mainly use the port of Piraeus to perform their transport activities. Piraeus is the largest port in Greece and, according to Eurostat, holds the 9th place in Europe in terms of volume (in TEUs) of containers handled in 2016 (Eurostat, 2018). At a global level, Piraeus is ranked at 41th place among the 50 largest containers handling ports (World Shipping Council, 2018). Regarding infrastructure, the port of Piraeus has three container management berths, a car terminal and four conventional cargo depots.

Furthermore, other ports that are used by the members of BEP are the port of Lavrio, which is located in South Attica, the port of Patra which is in South Western Greece (Peloponnese), and the port of Igoumenitsa, which is in North Western Greece (territory of Thesprotia) (see Figure 7). Furthermore, additional ports that are used by the members of BEP are Heraklion, Thessaloniki and Kyllini respectively.



Figure 7 The main ports used by the companies, members of BEP

By taking into consideration the Annex II of Regulation No 1315/2013, the port of Piraeus (Athens) belongs to the core network of the trans-European transport network. Furthermore, the port of Lavrio belongs to the Comprehensive network while both ports of Patra and Igoumenitsa belong to the core network. With regards to the Heraklion and Thessaloniki, both of them are related to the core network while the port of Kyllini concerns the comprehensive network.

#### 4. The “last-mile”

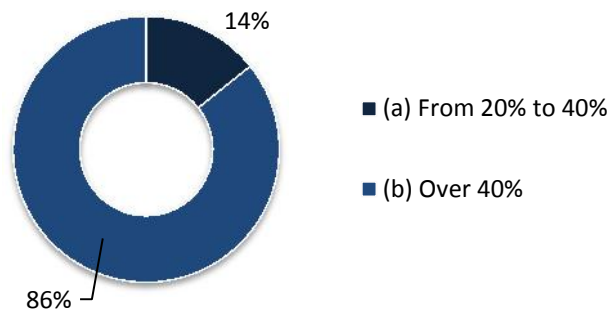
How is your logistics node linked to the transport backbone or corridor? (i.e.: please explain the “last mile” from the logistics node to the transport corridor). Is this



connection inserted in a core network or in a comprehensive network of the TEN-T? (see Annex II of Regulation No 1315/2013)

The companies that are members of BEP are mainly located in the South Western Attica. Their operation is directly connected with transportation flows, including raw materials for their operation as well as final products delivered to their customers. Based on the companies which participated on the survey, the companies transfer on average 234 thousands tones of goods yearly. The main ports used for their transportation activity are Piraeus, Lavrion, Patra, and Igoumenitsa respectively.

The short haul freight transport activities (last mile logistics) of the companies include deliveries from Attica to the ports of Piraeus and Lavrio as well as deliveries to the city centre of Athens (urban distribution). The latter is indicated as well in the survey conducted (Figure 8), since plenty of the goods that the companies of BEP handle, are transported in the city center of Athens (more than 40%).

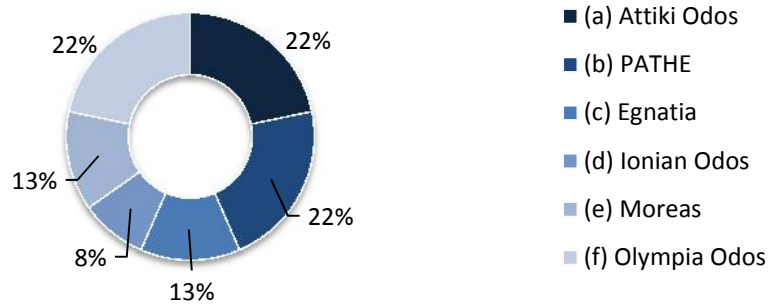


**Figure 8 Percentage of urban transport flows relative to total goods transported by the companies**

The port of Piraeus is the most widely used by the members of BEP. The interconnection of the port of Piraeus with the urban area of Athens and the rest of Greece takes place via the road network of Schistou Avenue. The Schistou Avenue is connected with Attiki Odos and the Athens-Corinth National Road. Attiki Odos runs through Attica from Elefsina to Spata, and connects the urban area of Athens with country's motorway network and the Athens International Airport. From the port of Piraeus, passengers and freight can have access via Attiki Odos to the national road of Patras-Athens-Thessaloniki-Evzones (PATHE), as well as the Athens-Thessaloniki railway, which connects Attica with North Greece. The connection

of the companies of BEP with the port of Lavrio is performed with the use of Attiki Odos, which connects the inner city with the South Attica (see Figure 9).

With regards to the line haul transportation, the companies which are members of BEP transport their products to the ports of Patra and Igoumenitsa, as well as to other regions of Greece. In this case, they use the national road network, mainly including the road axis of PATHE.



**Figure 9 Main axes of the national road network used by the companies to serve their transport flows**

## References

Cosco Pacific. (2018). *Monthly Throughput*.

Eurostat. (2018). *Top 20 ports - volume (in TEUs) of containers handled in each port, by loading status (main ports)*.

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# Appendix

## Questionnaire

### Piraeus Chamber of Handicrafts (BEP) - Evaluation of logistics nodes and existing transport infrastructure by members

#### Description

The following questionnaire aims at a first to map the transport practices and the identification of the needs of the members of BEP regarding the use of the existing local, regional and national transport system, with particular emphasis on the main nodes (Piraeus Port, Lavrio Port, Highway). The gathering and processing of the requested information will be the basis for preparing the positions and proposals of BEP, with the aim of improving the existing transport network and presenting proposals at national level for the benefits of the members, the local and regional community.

**A. Company's profile**

1. **Name/Surname:** .....
2. **Position in the company:**.....
3. **E-mail:**  
.....
4. **Company:**  
.....

**5. Activity sector**

- (a) 3rd Party Logistics (3PL) / Transport / Transit
- (b) Retailer
- (c) Wholesaler
- (d) Processing – Handicrafts
- (e) Other, please mention.....

**6. Size of the company (number of employees)**

- (a) Up to 10 employees
- (b) From 11 to 49 employees
- (c) From 50 to 250 employees
- (d) More than 250 employees

**7. What kind of cargo do you store and / or handle? (choose one or more)**

- (a) Dry
- (b) Chilled / frozen
- (c) Dangerous
- (d) Other, please mention .....

**B. TRANSPORT ACTIVITY**

**1. What means of transport do you use to perform your transport activity (choose one or more)**

- (a) Truck
- (b) Ship
- (c) Train
- (d) Airplane
- (e) Combined transport (more than 2 means)

**2. If you use a ship to transport your goods, which of the following ports does it serve you (choose one or more)?**

- (a) Port of Piraeus
- (b) Port of Lavrio
- (c) b) Port of Igoumenitsa
- (d) Port of Patra
- (e) Other, please mention.....

**3. If you use the national road network to transport your goods, which of the following axes does it serve you (choose one or more)?**

- (a) Attiki Odos
- (b) PATHE
- (c) Egnatia
- (d) Ionian Odos
- (e) Moreas
- (f) Olympia Odos



(g) Other, please mention .....

**4. Do you transfer or distribute goods within the urban core of Athens? If so, please indicate the percentage (%) of urban transport relative to total traffic of your goods.**

(a) Up to 10%

(b) From 10% to 20%

(c) From 20% to 40%

(d) Over 40%

**5) How much do you estimate the volume or weight of your freight flows on a yearly basis, in tonnes or in cubic meters (fill in either or both)?**

a) in tonnes (please mention)

b) in cubic meters (please mention)