

**Question for written answer E-011291/2014
to the Commission**
Rule 130
Sotirios Zarianopoulos (NI)

Subject: No to privatisation of Port of Thessaloniki

The anti-grassroots privatisation policy continues. After the Port of Piraeus and other Greek ports, privatisation of the Port of Thessaloniki is now in the final stage.

Most port facilities of strategic importance are being handed over to Greek and foreign conglomerates within the framework of the policy of the EU and the New Democracy/PASOK government to serve the interests of big business.

Clearly, whatever form the privatisation may take (direct sale, franchise controlled by 'public' policing of business interests, public-private partnerships), it will have negative repercussions for the people:

- Port fees will rise and be passed on to grassroots consumers.
- There will be a negative impact on the local economy, with floods of uncontrolled imports and small-scale professionals being squeezed out of the market.
- State control of imports and exports will not be possible.
- The islands will face additional problems.
- Workers will be made redundant and labour rights will be abolished, as experience from privatisation of the Port of Piraeus has already illustrated.

The privatisation of the Thessaloniki Port Organisation and of other ports supports a plan to create combined monopoly structures in transport (by sea, rail and road), logistics, energy and so forth at a critical time in a geostrategic area in which major economic and military and civil interests are competing.

In view of the above, will the Commission say:

What is its position on the above issues and the consequences of privatisation of ports at the expense of the people?