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ΟΝΟΜΑΤΕΠΩΝΥΜΟ ΒΟΥΛΕΥΤΗ: ΝΙΚΟΣ Ι. ΝΙΚΟΛΟΠΟΥΛΟΣ
ΕΚΛΟΓΙΚΗ ΠΕΡΙΦΕΡΕΙΑ: ΑΧΑΪΑΣ

ΑΝΑΦΟΡΑ
ΠΡΟΣ ΤΟΥΣ ΥΠΟΥΡΓΟΥΣ

- Ναυτιλίας και Αιγαίου
- Ανάπτυξης Ανταγωνιστικότητας Υποδομών Μεταφορών και Δικτύων

Θέμα: «Ενημέρωση Ναυπηγοεπισκευαστικών Επιχειρήσεων»

Σχετικά με την από 5-6-2013 επιστολή της Επιτροπής Εξυγίανσης Ναυπηγοεπισκευαστικών Επιχειρήσεων στην οποία αναφέρουν προτάσεις που μπορούν να επιφέρουν θετικά αποτελέσματα στον κλάδο αυτό.

Ο αναφέρων Βουλευτής

Νίκος Ι. Νικολόπουλος



Fwd: Fw: ΕΝΗΜΕΡΩΣΗ ΝΑΥΠΗΓΟΠΕΠΙΣΚΕΥΑΣΤΙΚΩΝ ΕΠΙΧΕΙΡΗΣΕΩΝ

1 μήνυμα

Νίκος Νικολόπουλος <ninikolopoulos@gmail.com>

5 Ιουνίου 2013 - 10:53 π.μ.

----- Προωθημένο μήνυμα -----

Από: **nzairis@otenet.gr** <nzairis@otenet.gr>

Ημερομηνία: 5 Ιουνίου 2013 - 10:38 π.μ.

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Κυριοι

Θα θελαμε να σας ενημερωσουμε σχετικά με την Ναυπηγοεπισκευαστική Βιομηχανία της Χώρας η οποία ως γνωστον εαν τυχει της προσοχής σας, δυνατε να επιφερει θετικότερα οικονομικα οφελη, χιλιαδες νεες θεσεις εργασιασπου διαρκως κατακτωνται απο Βαλκανικες χωρες και κυριως απο την Τουρκια, που εκει γινονται πλεον ολες οι Επισκευες - Μετασκευες και κατασκευες Πλοιων..

Με Τιμη



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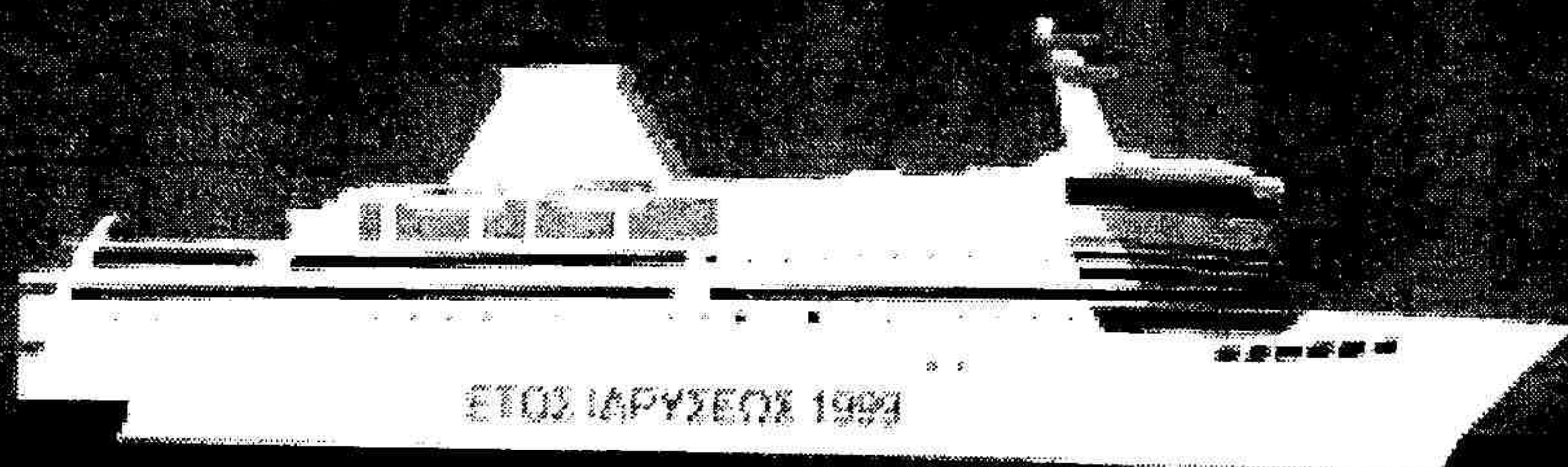
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ΕΠΙΧΕΙΡΗΣΕΩΝ

PERAMA SHIPYARDS RESTORATION COMMITTEE

Perama, 24 April 2013

To whom It may concern

With the appropriate attention we monitor the deep and prolonged recession across the globe and more specifically in our country, Greece. As a result of such economic downturn, over the past 5 years, unfortunately we have to watch day by day traditional business to get closed; unemployment on the other hand has reached unprecedented levels.

People nowadays can barely cover their essential needs, such as food, home etc. We believe, in order to get out of this desperate situation the main focus has to be development. As a matter of fact, both Greece and Europe have to find ways to attract investments and investors in Greece.

On a first glance, the attraction of new investors might not be an easy target to achieve, regarding the current circumstances in Greece; in addition to that, seems like rather impossible to offer wealth and prosperity in the country in the short-run, something desperately needed.

At this particular point, we would also like to remind you that Greece is a traditional merchant maritime major player in the global market, being one of the largest merchant fleets in the world and having the appropriate infrastructure, which just waits to get activated.

Such an infrastructure includes hundreds of small, medium and large ship-repair and ship-building units strategically placed from Lavrio to Korinthos and Chalkis. Highly skilled labour and scientific personnel is there, waiting to be initiated, providing all the appropriate gear. In addition to that, floating dry docks are waiting to serve small, as well as ocean-going vessels; being able to provide repair services on hull, engineering & electrical engineering, automation parts, electronics, as well as emergency and safety gear.

Nonetheless, the famous Skaramanga shipyards is also added to the above, having constructed a wide variety of vessels including cargo ships, tankers, as well as a series of some modern submarines. Chalkis and Elefsis shipyards are also specialized in the conversion of large vessels, ship repairing while there is also the traditional Syros shipyard.

We have to mention, that such remarkable infrastructure on this specific sector of the industry, is unique and somehow has to be re-launched. Bear in mind that the

ΕΠΙΤΡΟΠΗ ΕΞΥΓΙΑΝΣΗΣ ΝΑΥΠΗΓΟΕΠΙΣΚΕΥΑΣΤΙΚΩΝ ΕΠΙΧΕΙΡΗΣΕΩΝ



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whole sector has almost been devastated, counting for the moment approximately 30.000 of unemployed highly-specialized labour. Such an unpleasant situation creates among other things a large-scale social issue.

If we could somehow manage to attract 100-120 vessels per month in the country, more about than 600 companies would have repairs to deliver. Adding to that, about 2.000 companies outside the shipping sector can benefit of such a situation, companies in telecommunications, catering, cable constructors, steel-plates, bolt industry and so on.

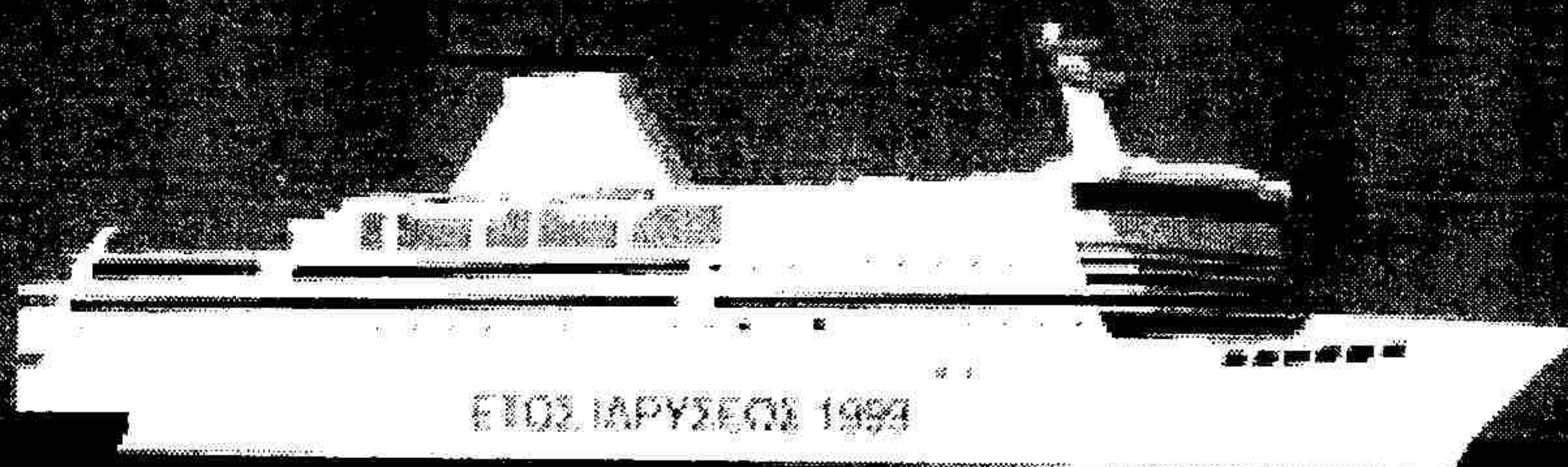
As a result from all the above, we strongly recommend that is about time for Greece and E.U to give their full attention on this matter, and co-operate in an effort to offer a vital solution.

It is promising that the Greek government in such an effort has decided to invest on some infrastructure, such as 2 more floating dry docks, re-opening of the Skaramanga shipyards as well as to offer a sustainable solution with regards to the Elefsis and Syros shipyards. The mercantile marine ministry and the ministry of finance in Greece should try to find ways in order to restore the lost confidence of the ship owners regarding the Greek shipyards. All the labour syndicates got to apply a less-attacking policy on their actions, meaning that the vast majority of the strikes needs to be stopped, stop having unrealistic demands and see what they can profit for real from this story nowadays. Most of all, the ship owners got somehow to be ensured that any repairs onwards will be delivered on time and their ships will be ready for their next charter right on time; do not have to mention that time equals money in such circumstances.

Our suggestion in order to achieve wealth and prosperity as a sector is for the Greek government to focus mainly on price competition against Turkey. Meaning by that we have to achieve the same price levels or at least being slightly more expensive than the Turkish. In order to occur something like that, the Greek government needs to cover the labour security costs of the sector, for the next 5 years as a whole, meaning that needs to cover 100% of the labour security costs. In such a way we strongly believe Greece will be once more relatively competitive and a major player in ship-repairing market in Balkans. Furthermore, we have to hope that jobs in the sector can be restored back once more, by achieving a target group of 100-120 vessels per month that need to be repaired – refurbished; development and prosperity would be more likely to come under such circumstances.

As a restoration committee we will try our best to arrange the ministerial meeting as soon as possible. The results of those conversations hopefully will be directly transferred to the government. We strongly believe that there are still some people out there who want our country to be once more a pioneer in ship-repairs in the Mediterranean, and one of the major players in the global marketplace.

ΕΠΙΤΡΟΠΗ ΕΞΥΓΙΑΝΣΗΣ ΝΑΥΠΗΓΟΕΠΙΣΚΕΥΑΣΤΙΚΩΝ ΕΠΙΧΕΙΡΗΣΕΩΝ



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We also want to achieve the vast majority of the 30.000 unemployment to have their jobs and their lives back once more.

With great satisfaction we watch the serious efforts of the Greek government and of all the relevant ministries in order to boost the industry of tourism. On the one hand, an important sector of the economy but no-doubt offers only seasonal revenues in due summer months. On the other hand ship-repairing industry can offer sustainable profits throughout the whole year. What we would like so to kindly ask from you is to give as much as possible the same attention for the ship-building, with the one you provide for tourism.

Waiting for your response on this major issue, we hope that somehow can put an end to this dramatic situation for our people and for our country as a whole.

Unless you are not anymore interested as a government on such activities, you can just be straight-forward, as we hope we are, so as to stop ourselves from fighting, hoping and close the chapter ship-repairs in Greece for life; something relatively paradox for a country that owns approximately 20% of the global market share.

Many thanks in advance,
Kind regards

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