

*Piraeus privatisation revisited:
Port Policy, Economic Policy, or Geopolitics?*

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PSE

Maritime transport infrastructures

- are crucial to manage the flows of in- and out-going trade
- are the link to the hinterland
- have been an object of interest from investors:
- have known in Europe an evolution in their governance:
 - from* public ownership - public management
 - to* public ownership - private management
 - to* private ownership - private management.

→ Within privatization, the type of investor is key

Source: see portconomicsmanagement.org by Thanos Pallis !

Maritime transport infrastructures

I. Logistic firms (*Stevedores*) 50% – II. Investors 19% – III. Ship operators 31%
+ what if the investing firm is a SOE ?

- Indeed, different investors won't have the same objectives :
beyond their contractual arrangements while investing, for ex. ship operators are interested in prioritizing their ships

"Some shipping companies are investing in ports so that their own vessels can get priority treatment. HHLA, terminal operator in Hamburg, was in talks with Cosco Shipping over a minority stake." FT, August 2021.

"Thanks to these 'in-house' terminals, we are able to give priority to certain vessels when necessary, which gives us better control over the supply chain" LeMonde, dec 2021.

Bringing your question to the data

- Paper lists the positive and negative effects of an investment on the host economy.
- Why not list expected **quantifiable effects** by type of investment, then go to empirics
Let the results reveal the purpose of the investment
1. Raise port productivity [number of boxes handled, throughput, size of ships, nb of calls]
bilateral benefit
 2. Raise accessibility for ships of investing firm's country [nb of calls by national companies]
unilateral benefit for trading nation*
 3. Raise accessibility for ships of investing company [nb of calls by company]
unilateral benefit for ship operator

* assuming domestic companies transport a larger share of home goods than other ship operators.
Is this true?

Bringing your question to the data

Finally, ideally we would want other cases to study !

- How many port authorities have been fully privatized?
- How many port authorities have been fully privatized to shipping companies ?
- How many port authorities have been fully privatized to State-owned shipping companies ?
- How many port authorities have been fully privatized to non-Chinese State-owned shipping companies ?

→ Much more to say ! Our empirics about port calls in Piraeus reveal that COSCO massively increased its presence, without pushing out other companies, and without emptying its port calls in northern Europe : possible creation of a hub.