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Directorate of Spatial Planning and Infrastructure

2nd UNWTO Conference on Destination Management in the Mediterranean
“QUALITY: THE KEY DRIVER FOR SUCCESS IN THE MEDITERRANEAN DESTINATIONS”
Budva, Montenegro, 22-24 June 2015
### Basic principles

- Enrichment of tourism products (health and spa, cultural, city-breaks, maritime tourism etc.)
- Strengthening entrepreneurship
- Ensuring high quality of infrastructure and services
- Investing in human resources

### Key elements

- Protection and promotion of values
- Protection and rational utilisation of natural resources
- Promotion of the outward orientation of the Greek enterprises
- Promotion of greater competitiveness

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Main medium and long-term objectives

- Simpler legal framework for tourism businesses
- Expansion of the tourism period - mitigation of seasonality
- Development of thematic tourism products
- Upgrading of tourism services
- Incorporation of new technologies by tourism businesses
- Human resources training

Priorities for tourist ports

- Siting, based on rational criteria
  - Creation of a primary system of basic port infrastructure (marinas), supported by a secondary auxiliary system (Anchorages and yacht shelters)
- Minimisation of environmental impacts
- Non alteration of natural and cultural resources
- Ensuring the sustainability and increasing the competitiveness of the quality level of the services offered

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After 1950, under the Greek Tourist Organization, began the creation and operation of stations for service and supplying tourist yachts with fuel, water and provisions. Indicative examples are: Ports of Vouliagmeni & Zea etc.

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Tourist Ports: Greek Legal Framework and Guidelines

- Law 2160/93 (GG 118A): Regulations in Tourism
- Special Framework for Spatial Planning for Tourism
- Greek National Strategy for Tourism & Tourist Ports

Map: Network of Tourist Ports

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Categories of Tourist Ports (Law 2160/93)

- **Marinas**: Complete land (buildings etc) and marine infrastructure and facilities (Port master plan)
- **Yacht Shelters**: Minimal building infrastructure (up to 300 sq.m.) with basic facilities
- **Anchorages**: Sited in protected coves - light equipment, restricted number of berths, basic facilities
- **Hotel Harbours**: Abolished

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Siting Tourist Ports under Law 2160/93

Marinas: 58
Yacht Shelters-Anchorages: 84
Hotel Harbours: 11

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Existing Action Plan for Creating Marina Network

Creation of a primary and secondary system of tourist port infrastructure

<table>
<thead>
<tr>
<th>Type</th>
<th>Ports /Berths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marinas</td>
<td>57/15,815</td>
</tr>
<tr>
<td>Yacht Shelters / Anchorages</td>
<td>86 / 5,790</td>
</tr>
<tr>
<td>Hotel Harbours</td>
<td>11/305</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>154/…22,000</strong></td>
</tr>
</tbody>
</table>

Managing Bodies: municipalities, port funds, municipal port funds, private individuals, companies etc.

Among the sited tourist ports shown, there are approximately 80 of either operational or partially operational status,(marinas, havens, shelters and hotel harbours), the number of which may soon be increased by those presently under construction.
Greek Tourist Ports

LEFKADA

CRETE

GREEK MARINAS

ATHENS
Greek Tourist Ports

POROS

GREEK YACHT SHELTERS /ANCHORAGES

MEGANISI

PAXOI

KEFALONIA
Legislative Amendments of the Framework for Creating and Operating Tourist Ports


- Simplification of procedures for the siting, concession and licensing of tourist ports
- Reinforced the legality of tourist ports that did not have the required license
- Allow the creation of inner basins
- Use of existing infrastructure
- Protection of investors
Procedure of Tourist Ports Siting

LEGAL FRAMEWORK: LAW 2160/93

TWO STAGE PROCESS

1st Stage: Presidential Decree (PD), Site Design and Strategic EIA

2nd Stage: Joint Ministerial Decision (JMD) (of Minister of Tourism and Minister of Environment) Siting and EIA

ONE STAGE PROCESS

Other marinas

JMD (Minister of Tourism and Minister of Environment), Siting and EIA

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Key Factors Affecting Design and Operation

TOURIST PORTS

Social and cultural
Tourism promotion
Environmental
Political
Legal framework
Financial

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Tourist Ports: Competitive Advantage and Benefits

Advantage

- International destination
- Historical monuments
- Nature destinations - climate
- Insularity
- Safe destination

Benefits

- Linking coast to mainland
- Environmental and landscape protection
- Growth of local economy
- Upgrading tourism product

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Public (national, regional and local authorities) and private bodies cooperation

E2020 thematic objectives

Partnership Agreement (new NSRF), for 2014-2020

Greek National Strategy for Tourism for the period 2014-20

Partnership Agreement Priorities
- Boosting competitiveness and extraversion of businesses
- Human resources
- Protection of the environment shift to a green economy
- Infrastructure development,
- Enhancement of institutional capacity and efficiency of public administration and local government

Greek Tourist Ports Network

Sustainable development of destinations

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MARINE TOURISM DEVELOPMENT THROUGH TOURISM PORTS NETWORKS
The Case of Greece: Past-Present-Future

Thank you for your attention