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TITLE OF DIPLOMA THESIS:

The approach of PPPs through the project Maliakos-Kleidi

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ABSTRACT

In recent years a key change has been presented in the context under which infrastructure projects take place. The transition point was defined by applying the PPP form which is a collaboration of public and private sector. This cooperation is a radically different philosophy compared to the traditional mainstream sense in which the government was primarily responsible for the implementation of infrastructure projects and exclusive provider of these services. In PPP financing is undertaken by private investors in exchange for the assignment of economic "exploitation" and project management through which are achieved the amortization of capital and recording positive economic effect. The application of the above framework required the adaptation and harmonization of national law with its European counterparts. The PPP knows acceptance by the public and are widely used in infrastructure and services. They offer better risk sharing, high technical expertise, innovation, increased competitiveness, quality and efficacy seen in strict compliance schedules and optimal construction and operation of project, and additional financial resources except those contributed by the government. However though, PPPs have been accused of requiring elevated and often disproportionately funds for the project, that there is no proper allocation of risks, that have not been correct trials, that contracts create many gaps in their interpretation and generally that they do not defend the public interest since it is no longer economically advantageous solution for the construction of a project. Main opposition field constitutes the concession of the project after the completion of construction. In this thesis the approach and analysis of PPP attempted to do by contract for the concession project "Maliakos - Kleidi", which includes the reconstruction and upgrading of the existing highway, the construction of a new section and the operation and maintenance for a period of 30 years. Specifically in this work the following are included: a brief historical review of the institution of PPP and the presentation of introductory concepts, the presentation in detail the project under consideration and concession, the detailed record of the contract terms and obligations arising from them to the parties involved, a reference to policies employed by the government and the concessionaire on the toll policy and in the end a financial analysis with data collected from the contract, the internet and from publications of the Ministry of Infrastructure, Transport and Networks ultimately to assess the economic viability of project.

KEYWORDS

"Maliakos-Kleidi", Concession, PPP, Concessionaire, Financial Analysis of Infrastructure

