

## **The Hellenic Ministry of Mercantile Marine, As an Autonomous Administrative Governmental Institution in the Period 1971-2011. A Descriptive and Critical Approach**

**Korontzis Tryfon**

PhD Candidate

Panteion University of Social and Political Sciences of Athens

P. Ralli 228, 18454, Nikaia

Piraeus, Hellas.

### **Abstract**

*With the described subject, is attempted to be developed the problematic that occasionally has been supported mainly by scientists of administrative science, as well as by politicians with regard to the expediency of autonomous existence of Hellenic Ministry of Mercantile Marine (MMM) or not, as also and the institutional role that should carried out by the Hellenic Coast Guard (HCG) as its executives staffed in a huge percentage Services of this ministry. The establishment of the MMM institutionally started in 1936 as undersecretary's office, established which took place by Metaxas dictatorship and from 1944 as autonomous Ministry until its suppression in 2009. A course that is characterized by enough intensities and administrative reforms so in the interior (as it results from many internal charts regarding its organization) starting mainly in 1971, as also in the wider governmental shaping (suppression/elimination/precedence against other Ministries). It is marked that in October of 2009 the Hellenic Ministry of Mercantile Marine, Aegean and Island Policy (MMMAIP) suppressed, and after 1.5 year approximately and enough governmental palinodes, was established the HCG Headquarters with purely? Police duties.*

**Key words:** Hellenic Ministry of Mercantile Marine (MMM), Hellenic Ministry of Mercantile Marine, Aegean and Island Policy (MMMAIP), Hellenic Coast Guard (HCG), Governmental Reforms, Hellenic Cabinets, Shipping, Maritime Competences

### **Introduction**

One of the more important reforms that befell after the elections held on 04/10/2009 in Hellas, in the composition of governmental ministerial forms from 1974 (year in which established the 3th democracy in Hellas after the collapse of dictatorship) until today, was the suppression of MMM<sup>1</sup> and the segmentation of its services and competences in other ministries<sup>2</sup>. The above mentioned reform befell as continuity of questioning that had and has been occasionally supported by administrative scientists and politicians, referring to the expediency of autonomous MMM existence. It is marked that the ministry in question was staffed in its bigger percentage by HCG personnel<sup>3</sup>. The HCG preexisted of the MMM, as had been established by the Law 1753/1919 (A' 67) on government of Eleytherios Venizelos<sup>4</sup>.

Aim of this concise study, is the descriptive and critical approach of the MMM course as an autonomous administrative governmental institution in the period 1971-2011 and further the proof that the suppression of MMM and the segmentation of its services and competences in other ministries, except the increase of public sector and bureaucracy, will function negatively for the triptych vessel, seaman, ship owning, base on the experience of resembling administrative reform that had been realized in the period 1971-73. The development of the study will be supported in the exploitation of existing bibliography, legislation as well as in articles that have been developed in the periodical and daily press, in which are impressed opinions that concern the administrative development of this ministry.

The methodology that will be followed will be the description of competences of former MMM, the opinions of scientists and politicians for the expediency of autonomous or not MMM, it will be realized a concise retrospection in the governmental forms in the Hellenic area, it will be developed the administrative undertaking in period 1971-73, the period from 1977 until today and finally the study will be completed with the apposition of conclusions that resulted from its growth.

## **1. The statutory role of the Hellenic Ministry of Mercantile Marine**

In the competence of the MMM according to article 1 of Presidential Decree (PD) 242/1999 (A' 201) were:

- A. The concern of the organization, improvement, protection and development of shipping, the connection of this with the national economy, the support of maritime tourism, the service of maritime transport, the protection of human life in the sea, the search and rescue (SAR), the protection of the maritime environment, the safety of navigation as well as the exercise of national harbor policy.
- B. The merchant marine education, the regulation of seaman's, the organization, administration or monitoring of organizations and actuarial institutions.
- C. The monitoring of administration, organization, operation and exploitation of national ports according to the existing provisions as the organization and the administration of the navigational service.
- D. The enforcement of law in vessels, ports, maritime space, as also the protection of the sea borders according to the current provisions and the international conventions.
- E. The administration and the operation of HCG personnel.

The above mentioned competences recommended and still recommend the "unified object of the sea"<sup>5</sup>, that offers the possibility in an administrative institution, the confrontation - management of shipping total subjects (seaman - vessel - shipping industry - maritime legislation - international representation - policing).

The MMM that used to be the administrative institution of commercial shipping, that is to say the third from the pylons Work - Ship owning - Administration, but also the institution that policing and connected seaman- sea- port- vessel, was a multifarious ministry, which assembled the competences of production and exercise of public policy for the maritime space of seven ministries<sup>6</sup>:

- A. competences of the ministry of Education, Lifelong Learning and Religions Affairs because it educated and also reeducated all the executives of Commercial Shipping in various schools, which were managed, staffed and oversaw by it,
- B. competences of ministry of Labor and Social Security, because it determined the compositions of vessels seaman's, the specialties and the qualifications of seamen, solved maritime work disputes and control the effect enforcement of the current legislation in the seaman's crew as also in the labor at the harbors,
- C. oversaw and staffed the Actuarial funds of seamen and provided complete medico-pharmaceutical care in them and in their families from its regional services, a competence that is to say of the ministry of Health and Social Solidarity,
- D. competences of ministry of Infrastructures, Transports and Networks because it regulated all the subjects of maritime transport in a country that more from the 1/3 of its total extent are islands,
- E. in the maritime space and in the ports enforced police competences, competences of the ministry of Citizen Protection,
- F. it had competences of ministry of Foreign Affairs, because it watched all happenings in the international shipping space and intervened in the international organizations in order to support the Hellenic positions and interests,
- G. it had also an important opinion in the construction and the exploitation of ports, because it expressed its option and watched the implementation of port constructions, while it had also the complete management and exploitation of ports through the Port Organisms (SA), as also the management and exploitation of municipal and prefectural ports. Competences of ministries of Finance and Environment, Energy and Climatic Change<sup>7</sup>.

## **2. Scientific approaches and politicians opinions for MMM**

As was reported in the introduction, the establishment of MMM and the segmentation of its services and competences in other ministries, befell as continuity of a problematic that had and has been occasionally supported by administrative scientists and politicians, referring to the expediency of autonomous existence of MMM.

This problematic was summarized in the following two opinions:

- A. According to the first one, the MMM, (which in big percentage was staffed by executives of HCG) as a governmental institution of one of the most basic sectors of the National Economy, should not have a military character, but it needs political employees (specialized technocrats), while the HCG with its executives, should be limited only in the exercise of police nature competences.

- B. The second opinion was concerned in the establishment of the MMM, which its competences theoretically was feasible to be shared in other ministerial institutions. The maritime labor work in the ministry of Labor, the maritime education in the ministry of Education, the enforcement of police competences in the ministry of the ex Public Order now ministry of Citizen Protection, etc.

Indicatively the above problematic as was expressed chronologically is as follows:

- a. In 1955 from the ministry of National Defense (General Staff of Navy), was overwhelmed an effort in order the HCG to be included in the Navy as a sector of this, like engineer, captains etc. However the committee that was established, with the attendance of HCG officers in the view of a law drawing, submitted in the Vice-president and Minister of National Defense in that time P. Kanellopoulos, different opinions with result the Head of the Hellenic National Defense General Staff to reject the integration (No. 0926/4-2-1955 decision of committee establishment, No. 435/4-3-1955 action of ministerial council)<sup>8</sup>.
- b. In year 1966 was drawn up the report of F. Wilson under the subject "The Governmental mechanism in Hellas". It then started for first time to be examined the possibility of suppression of the MMM, transferring its competences in other ministries for instance ministry of Transports, while in the alternative models of governmental forms that was proposed by the particular scientist, the MMM was not reported anywhere. In the same report are proposed alternative forms of management of fishery between the MMM and the ministry of Agriculture.
- c. In the above account report, in the ministries categorization that becomes in six general titles, the MMM was classified in the economic affairs with the ministries of Finance, of Co-ordination, Agriculture, Trade, Industry and Communications. It must be taken into consideration that according to the aforementioned scientist the governments in the entire world in the middle of 20th century tended to group their administrative organizations with constant monotony under five categories of "general aims" - the defense of the country, the foreign relations, the internal order, the economy and the social prosperity of population.
- d. Before the elections 1985 Mr. M. Evert (member of the right party in Hellas under the name New Democracy - ΝΔ) proposed the suppression of MMM, but his statements were characterized as personal and not of his party.
- e. In 1985 was attempted a huge administrative governmental reform by the Hellenic party under the name PA.SO.K. with Prime Minister Mr. A. Papandreou. Concretely was proposed the revalorization of MMM in general secretariat and its integration in the ministry of National Economy. The reactions of shipping and political circles but also the intense discussions in the Parliament were so much, that the government was forced to recede, supporting that in the future will be suppressed the MMM, with HCG integration in the ministry of Public Order and in the ministries of National Economy and Transports the rest of the competences.
- f. In April 1990 was worked out the "Report for the reform and the modernization of public administration", in which also was proposed the reduction of ministries, with corresponding achievement of their most excellent size that should be determined in combination with the main aim that they served. Here was proposed the fusion of the MMM in the ministry of Transports something that had already proposed by Wilson report.
- g. In January and in May of 2001 came back the thoughts for suppression of the MMM, with subordination part of its services in the ministry of Development, others in the ministry of Transports and subordination the HCG in the ministry of Public Order. Reason for these thoughts constituted the maritime tragedy of the passenger vessel SAMINA, Hellenic flag, in the coasts of Paros (Hellenic island) in September 2000. Simultaneous, new articles were presented in the press in order to be supported the autonomous institution of the MMM. The last ones were also related with the number of ministries. Mr. Pagkalos Th., member of the party PA.SO.K. in his interview in the newspaper Aggelioforos of Thessalonica on 11/5/2003 proposed the existence of fifteen ministries, Mr. Kosmidis S., former secretary of the Hellenic cabinet and one of the narrower collaborators of the ex Prime Minister Mr. Simitis K., suggested the reduction of ministries in 12-14<sup>9</sup>.
- h. In the practices of congress of administrative scientists that took place in Delphi-Hellas in 2003<sup>10</sup>, was proposed the diffusion of the MMM in the ministries of Finance (support of maritime tourism, shipping policy, control of commercial vessels and companies), Transpositions, Communications and Infrastructures (safety of navigation and service of maritime transport), Public Order or Internal and Public Administration (enforcement the law in the sea, ports and coasts, policing of vessels, ports, maritime space and borders, SAR), Labor and Social Insurances (monitoring of organizations, institutions and funds of social providence and seamen's insurance) and Environment, Land planning and Natural Resources (protection of maritime environment).

### **3. Governmental forms in the Hellenic area and MMM**

Besides the above problematic were placed also the following questions:

- A. who should be the number of ministries that recommends governmental forms in order these to be more efficient and more flexible and
- B. if in governmental forms possesses position the MMM.

Today the structure of cabinet includes fifteen ministries in which does not exist the MMM<sup>11</sup>.

The historical development of ministries in the Hellenic governmental and administrative tradition from the national release up till today distinguished in three phases.

In the first phase (1833-1910), the number of ministries is seven and in them was not included the MMM. In the second phase (1911-1951)<sup>12</sup> with the appointment of new sectors of action and public policy, the number of ministries was increased and with the first coding of governmental mechanism that was attempted by the CL (Compulsory Law) 1671/1951 (A' 33) their number amount in sixteen. In them was included the MMM, possessing the fifteenth place in the governmental hierarchy.

In the third phase (1951-2004) the governmental mechanism without undergoing important changes, was increased as far the number of ministries numbering nineteen [Law 400/1976 (A' 203), Law 1558/85 A' 137), Law 3242/04 (A' 102)]. In this period, was downgraded the MMM at the duration of dictatorship (1968-1974) from ministry changed in undersecretary's office and was included in the new establishment ministry of Transports, Shipping and Communications<sup>13</sup>.

The ministry of Mercantile Marine, Aegean and Island Policy (MMMAIP), before the elections of 04-10-2009, based on the decision of the Prime Minister with No Y 237 (B' 1927/2007), via 16 ministries occupied the 15<sup>th</sup> place and for period 2004-2007 the 15<sup>th</sup> place via 18 ministries<sup>14</sup>.

The large number of the ministries is indicative of the extent of public policy that unfolds in the all actions of social life<sup>15</sup>, the enormous bureaucracies that have been created and influenced the crowd of relations between the institutions, but also between them and the citizens and in conclusion shows the size of executive power in Hellas.

From the organization of the ministries, it is marked that initially the establishment was supported in the implementation of basic missions of the State e.g. security, prosperity. Later the increase was supported by the need of confrontation of daily special issues, in combination with the economic and social rise of the country as well as the political "games".

From elements that mentions by Tachos A.<sup>16</sup>, it is realized "that the increase of ministries does not keep place with the power exercise in space exercise from the public administration in interrelation to the served citizens. In other words the number of ministries is disproportionate to the quantity - but also the quality -of the cured needs". By the same author, is supported that the phenomenon of increase was also strengthened by the perception which dominates, that with the conjunction of existing ministries in one, or with the segregation of one in more, or with the foundation of new and afterwards with their suppression, will be solved the administrative problems. This tendency that dominates in Hellas shows that the administrative organization functions empirically and not based on study and program.

In the increase of number of ministries, contributes also the phenomenon that with passing the time in Hellas, certain administrative services acquired object main and important, while previously it did not exist or existed in small extent. This can be also happened due to the fact of the realignment at the main aims of State each time.

In the past few year and as starting line of this period, we can consider the middle of 60s decade, is formulated always more often the demand for a new model of governing, which will be supposed to correspond in the needs of modern state and effective administration, in order also the State to be developed but also the citizens to be served much better.

In order to be yield a such model of governing, for many is necessary the restriction of ministries and the rearrangement of governmental mechanism, with final aim the efficient operation of this collective body<sup>17</sup>. The critical question is which should be this number, in order to be achieved the objective of more efficient operation?

According to the Fayol H., who formulated the rules of scientific organization of labor the cabinet should not have more than five-six members. The French Prime Minister Leon Blum recommends for France only five members. Graham Wallas formulated the opinion that the members should not be more than 10-12, while the British committee of governmental "machine" study in 1918, led to the same conclusions proposing cabinet between 10-12 members<sup>18</sup>.

In Hellas similar opinions regarding small number of cabinet have been formulated, from the professor Makrydimitris A. who proposes number of ministries 12<sup>19</sup>, Athanasopoulos D., who suggest similar number<sup>20</sup>, professor Theofanidis S., who suggests seven<sup>21</sup>, the administrative Chamber of Hellas which proposes 12-14<sup>22</sup>, while in favor of the reduction of ministries number occasionally have expressed also various politicians as have been mentioned before.

In all these administrative governmental forms is proposed the suppression of the MMM and only in the governmental form that is proposed by Mr. D. Athanasopoulos, in the last position exists the ministry of "Shipping and transport"<sup>23</sup>.

The criterion if a ministry is necessary or not, is searched by the side of the technical or the functional opinion. The technical opinion fixes, that should exist a lot of ministries because the specialized object and functional few in order to exist flexibility and effectiveness. The criteria in order to be selected what will become should be the following:

- a. permanent duties (the MMM with various names but regularly special role was existing for a long time),
- b. existing certain size of work, that would impose the establishment of a ministry (the MMM had competences of seven ministries, the unified of which under one ministry helped shipping to possess the position that it has today in the EU but also and internationally),
- c. existing need of continuously cover in order to fulfilled duties and political directions. The MMM which managed so much multifunctional subjects that rendering as a multi ministry, is it possible not to have a political minister as Head? And here certainly cannot exist statement that in other countries does not exist MMM and why should have Hellas. Perhaps it will be analyzed this question from the side that the history, the position of Hellas, the capabilities of Hellenic people as seamen, led to the necessity of existence of an administrative model institution, in a point that a lot of countries to ask information on creation of proportional administrative forms<sup>24</sup>.

Remarkable is the opinion of Athanasopoulos D. who <sup>25</sup> after it has classified the MMM in the 11th via 12 ministries under the title of "Shipping and Transport" reports that "..... the proposal, finally for a unique ministry of shipping and transport is supported in the conviction that the place of minister of commercial shipping is unnecessary. The subjects of cabotage and the running items of general shipping and ports are being handled for 60 years now a total of services which the good operation of them is owed in the existence of HCG, one of the most organized administrative bodies that we have in Hellas. And the big problems of oceangoing shipping and of the ship owning exceed the minister, because they are important subjects of governmental policy, competence of the Prime Minister or at least of the minister of National Economy. The conclusion is that the ministry should be left to function as it does and to be split the unified object of the sea. For that is necessary not to dismembered or to demilitarization but to strengthened decisively the HCG and to give increased competences and responsibilities to its Head. And the Minister to be suppressed ..... that the suppression of the minister does not imply devalorisation of our shipping, in the contrary deed after is recognized its precedence.... ».<sup>26</sup>

#### ***4. The administrative task force on 1971-73 and the establishment of HCG Headquarters in the period 1973-77***

In 1971 with the Law Decree (LD) 957 (A' 166), the MMM was suppressed from ministry, become a undersecretary's office and it was included in the ministry of Transports and Communications, while some of its competences were transformed in other ministries (the seaman's labor work in the ministry of Finance and the maritime providence in the ministry of Social Services)<sup>27</sup>. Very quickly the need for direct confrontation of peculiar subjects - problems of shipping, but also the peculiar conditions of seamen labor as well as the specialized knowledge that acquire who deals with this, the pressures of seamen unions but also of the ship owners in combination with the negative criticism that was performed to this governmental form, despite the censorship that existed during the period of dictatorship (1967-74), led two years later with the LD 175/1973 (A' 230) in the reconstitution of independent MMM, with the reintroduction of all the competences in it.

The reasons that led to the re-establishment of MMM in 1973 were:

- A. the dividing of the unified object of the sea in three sectors, which were represented by the State the seamen and the ship owners of which the relation was and is still narrow. This relation led the Hellenic fleet to the first positions in tonnage worldwide.
- B. With the creation of three new institutions for a unified object was extended the bureaucracy.
- C. The shipping as labor and providence is perfectly different from the character of labor in the land space.
- D. Labor - education - providence set up unified object regarding the maritime space.
- E. The MMM with the HCG allocated the most specialized personnel in order to support everywhere the Hellenic shipping on 24 hours base, far from mentalities of public sectors employees.
- F. With the dividing of the unified object of the sea in three sectors was alienation the eminently administrative institution of Hellenic shipping, the HCG, from the vessel and the seaman, limited clearly in executive duties.

The attempt of the MMM split in the period 1971-73 had the following consequences:

- A. In the administration: sectors non-homogeneous with different structure and problems were under the supervision of one ministry, rendering the minister weak to move the non-homogeneous new administrative form that was created and in consequence the personnel to be estranged, very little asset and in charge.
- B. In the ship owners: loss of time, complex, returning and reference of work by unskilled civil servants.
- C. In the seaman's: the dissemination and split of services rendered difficult the official contacts and the solution of problems.

In the same year was established HCG Headquarters based on the Joint Ministerial Decision (JMD) with No. 11370/73 (B '373), in implementation of provisions of LD 856/1971 (A' 57). The HCG Headquarters was suppressed by the organization that was recommended in 1977 [PD 95/1977 (A' 31)].

In this period are remarkable, the administrative changes that become in governmental level regarding the MMM and the HCG, while to a large extent remind the changes that have been realized today. Concretely this period started with the LD 856/1971 (A' 57). Noticeable of the above mentioned LD is the article 4, with which was determined the structure of the MMM. Therefore according therefore to this article the services of the MMM were constituted as follows:

- a. Minister Office.
- b. General Secretary Office.
- c. Special Advisers Office.
- d. Press and Public Relations Office.
- e. Service of Service and "search" of Citizens complaints.
- f. Secretariat.
- g. Shipping Policy General Division and
- h. HCG Headquarters which was established for first time from the establishment of the HCG as also of the establishment of the MMM.

In Shipping Policy General Division, which would determined the shipping policy of the MMM (article 11), in which director would be Captain of HCG and assistant general director, a political administrative employee, would progressively be staffed by political administrative employees. Also in this General Division were included the divisions of Shipping Development, Navigation Control, Seaman's labor, Providence of Seamen, Studies and Planning, Administrative and Economic.

In the HCG Headquarters (article 12) in which chief would be the Head of HCG were included the divisions: Administration Division, Port Police, Cabotage, Maritime Education, Civil Emergency Planning and Economic Services. In the same article was determined that in the Headquarters WERE assigned the administration and policing of ports.

Therefore it is observed therefore a rearrangement of the MMM services, with their segregation in staff (shipping political) and executive (police), with differentiation in their crewing by military and political personnel and with explicit restriction of HCG competences. The HCG Headquarters was suppressed as was reported before in 1977 with the PD 95/1977. The reasons of its suppression were in the dysfunctions that were observed by the exclusion of HCG from shipping policy subjects.

### 5. The period from 1977 till today

From 1977 until 2009 the MMM was organized - managed based on three organizations. The first organization of MMM was constituted by the PD 95/1977 (A' 31). Then followed two still organizations according to PD 259/1988 (A' 117) and the PD 242/99 (A' 201) as it had been modified and been in effect<sup>28</sup>. Main characteristics of this period as they appear through the development of the above mentioned organizations are as follows:

By passing the time the enlargement of MMM Services had as consequence to be hired continuously political employees, who at their large part staffed the maritime education, the maritime registrations, the legal persons and the organizations which were overseen by the MMM. Simultaneously the military personnel were used to cover the increased needs of Port Police Authorities, of the floating patrol boats without become proportional recruitments. From 1982 with the suppression of institution of General Director, the personnel of HCG had started to withdraw from specific organizations like the NAT (Maritime Retirement Cash), ON (Seaman's House) and other funds.

This situation under the organized pressure of syndicalism of political employees, restored the old problem of shipping administrative services nature, in which generally have been formulated two basically opposite opinions as have been reported in the beginning of the study<sup>29</sup>.

It is marked that in the beginning of 80s decade where had already begun some certain administrative changes in the internal constitution of the MMM, circulated a study for the MMM<sup>30</sup> in which were mentioned the followings: "..... the MMM is a ministry different enough from the others. In reality it has the responsibility for a entire sector, vital for Hellas: the sector of the sea with a lone exception the fishery. The concentration in a ministry of all the subjects that are reported in the sea, from the guard of the lighthouses and all the issues regarding the vessels staff, as also the international problems of our oceangoing shipping, compel it to maintain services capable to correspond in the most various and non-homogeneous subjects. The enumeration cannot than to indicative: items related to personnel situation, wages, retirements, health and providence, actuarial, medical, environment, technical, economically, transport and communications, international relations - the MMM in reality is a entire world..... Because the MMM has this specificity: allocates the HCG, one of few organized bodies that exist in the Hellenic Administration ..... the additional observation is that the HCG because its military organization, has been offended least by the relaxation that characterizes the Hellenic Administration in total, leads to the conclusion that the MMM is a separate ministry from this side. The enlargement of its obligations should be its natural development".

Three years later the minister in that time of the MMM with his letter<sup>31</sup> to the Prime Minister A. Papandreou reported the following: "...Explanation that imposes the crewing of MMM divisions with HCG personnel mainly is the maintenance of the "unified" object of the sea .....", "By any chance the split of "unified" of the administrative institution will have unfavorable repercussions in the current flexibility and effectiveness with which are faced the problems of shipping in 24-hour basis, independent weekday days or holidays and particularly regarding the co-ordination, the communication and the apprehension between the staff and executive Services. Independent from the fact that I found the ship owners confused with the rumored split of the MMM in different parts with dominating feeling the demolition - disorganization of the ministry, owing still to declare that if they agreed in the said politicization - demilitarization the one that would not agree would be me".

The administrative reforms that have been realized from 2009 until today afterwards the suppression of organization (PD 242/1999), regarding the relation with the distribution of competences and the personnel of the former MMM, that show the way how are promoted the administrative reforms in Hellas are as follows<sup>32</sup>:

- a. No 2876/ 2877 and 2879 /07-10-2009 (B' 2234) Decisions of Prime Minister "Change of title of Ministries", "Constitution of ..... place of Undersecretary in the Ministry of Protection of Citizen", "Determination of Ministries order".
- b. PD 184/2009 (A' 213'), "Constitution of Ministry of Citizen Protection and determination of its competences".
- c. PD 185/2009 (A' 13), "Reconstitution of the Ministry of Finance, fusion of Ministry of Finance and Economy with the Ministries of Development and Mercantile Marine, Aegean and Island Policy and its denomination in "Ministry of Economy, Competitiveness and Shipping" ....."
- d. PD 189/2009 (A' 221), "Determination and redeployment of Ministries competences".
- e. PD 24/2010 (A' 56), "Redefinition of Ministries competences and modifications of PD 189/2009".

- f. PD 28/2010 (A' 64), "Redeployment of Ministries competences and modifications of PD 189/2009".
- g. PD 50/2010 (A' 89), "Redeployment of Ministries competences and modifications of PD 189/2009".
- h. PD 96/2010 (A' 170), "Constitution of Ministry of Maritime Affairs, Islands and Fishery, determination of its competences and redeployment of Ministries"
- i. PD 127/2010 (A' 214), "Redeployment of Ministries, Internal ....., Citizen Protection and Maritime Affairs, Islands and Fishery".
- j. Law 3922/2011 (A' 35), "Constitution of HCG Headquarters and other provisions".
- k. PD 65/2011 (A' 147), "Split ....., fusion of Ministries of Economy, Competitiveness and Shipping and Maritime Affairs, Islands and Fishery in the Ministry of Development, Competitiveness and Shipping ....."
- l. PD 67/2011 (A' 149), "Organization of HCG Services".
- m. PD 73/11 (A' 178), "Denomination ....., establishment of General Secretariat at the Ministry of Development, Competitiveness and Shipping and regulation of other relevant subjects".

By careful study of the above provisions are observed the followings:

A. thoughtful of the administrative change which had not been announced before the elections- without that means that in any case the elected government does not have the competence to shape the policy of the Country - was realized with the above legal actions and specifically the will for the restriction of HCG competences in the enforcement of police competences is impressed in the recommendatory report of Law 3622/2011. More specifically in the report is quoted: "..... is judged essential the addition in the structure of the ministry of Citizen Protection the HCG ..... Under the new name the new corps will enforce its competences and it will complete the structural shaping of internal security system and political protection, so henceforth under single political monitoring, co-ordination and direction will achieve more effectively its mission and will participate actively, substantially and equivalently with the others corps of security in the achievement of ministries mission. For the first time are established with straight provisions law provisions, primary competences for the HCG, which until now belonged in the former MMMAIP and they were enforced by the HCG»<sup>33</sup>.

However with this reform in question is not promoted the contribution of HCG in the internal security system of Hellas, as HCG is called to do what it did. Its subordination in a ministry with the rest of security corps does not upgrade it as far as concern the enforcement of its competences, because these are constituting department of these that enforced in the past. Besides and in case that the HCG was subordinated in other ministry again it would participate in the system of internal security and it would materialize the policies of security which would be determined by each government<sup>34</sup>. However of course with the legislation is forecasted the abandonment of staff policies related with the vessel, the seamen and the maritime enterprise. With its regional services (Port Policies Authorities in Hellas and in abroad), the HCG materializes the policies that will emanate henceforth from the ministry of Development, Competitiveness and Shipping. That won't prevent the HCG to enforce exclusively security policies as the remaining staff policies are deducted from the circle of its competences? It is also expressly determined in Law 3922/2011 in article 23 paragraph 7 that "the Regional Services of HCG enforce according to the circulars of orders and directives the competences of other ministries that are assigned in them via the Headquarters of HCG. With common decision of the minister of Citizen Protection and with the responsible Minister in any case are determined these competences and their way of enforcement".

B. The new term HCG does not lend something new near to the old one (HCG in the past called under the name Limeniko Soma), as duties of coast guard, Limeniko Soma (Λιμενικό Σώμα in Hellenic) enforced and before the administrative reform. Limeniko Soma from its establishment foundation was dealt with subjects of shipping. All this know-how that had been acquired for 100 years roughly will remain unexploited. It is stressed that today in the HCG on 7.500 executives are included 489 holders of academic and polytechnic titles, 356 holders of diplomas of merchant marine, 19 economic officers and 141 holders of postgraduate titles (PhD, MSc) in special subjects related with the shipping industry (maritime law-EU law- shipping financing - international relations etc<sup>35</sup>. Besides it will be needed new recruitments of specialized personnel, in order to be covered the staff needs of shipping policy planning. Also the new personnel that will staff these positions will need some time in order to adapt and to conceive the object of its new work. Automatically reveals the question, if Hellas in so much difficult economic conditions bear new recruitments and more generally new reforms in concrete sensitive sectors of Hellenic economy that require expenses and time in order to appear if they are effective.



Also the HCG personnel as military personnel work 24 hours a day in order to cover the needs of Hellenic shipping. Will the civil servants do something like that, and if with which economic cost?

C. Still one reason for the suppression of MMM was that with the previous status (when existed MMM) had been created “narrow relations between ship owners and HCG for which were caused questions regarding the limits and their transparency”<sup>36</sup>. It must be mentioned that are not reported concrete incidents for the mentioned before statement.

D. The main administrative bodies of the MMMAIP up to its suppression on (2009)<sup>37</sup> were: a minister, an undersecretary and three general secretaries (MMMAIP, General Secretariat of Ports and Harbor Policy, Aegean and Islander Policy] as well as the Head of HCG.

The administrative constitution of MMM based on the competences that were reported above and before its fusion with the ministry of Aegean and Island Policy (2007) were the following: a minister, two general secretaries (MMM and General Secretariat of Ports and Harbor Policy, five (5) directorates, twenty five (25) divisions, three (03) offices, two (2) services and (01) unit. The General Secretariat of Ports and Harbor Policy was constituted from three (03) divisions, one (01) office of secretarial support and the navigation service.

Today the competences of the former MMM, are regulated based on the mentioned before legislation framework (a/a 1-13) which were established between 2009-2011, and they are distributed between the ministries of Development, Competitiveness and Shipping<sup>38</sup> and Citizen Protection. More specifically are existing two ministers, an assistant minister, two undersecretaries and three general secretaries (Safety Navigation, General Secretariat of Ports and Harbor Policy and HCG Headquarters).

The General Secretariat of Ports and Harbor Policy (Ministry of Development, Competitiveness and Shipping) is constituted from three (03) divisions, one (01) office of secretarial support, the navigation service and has also the monitoring of harbor funds (in the two from the three divisions are posted executives of HCG).

The General Secretariat of Shipping (ministry of Development, Competitiveness and Shipping) is constituted from a directorate with four (04) divisions and still from ten (10) divisions at the part of the competences that have been transported by the former MMMAIP, and more specifically:

Maritime Transport, Seaman’s Labor, Seamen Education and Shipping Policy and Development, Divisions of Safety Navigation and Port Police at the part of transported departments, according to the part provisions of article 2 paragraph 1 of PD 127/2010 of the Division of Maritime Environment Protection at the part of the transported departments, according to the part provisions of article 2 paragraph 1 of the PD 127/2010, Division of Vessels Inspection at the part of transported departments, the Division of Regulations and Organizations Surveillance, the Division of Control of Management of Vessels Safety and Harbor Installations at the part of transported departments, according to the part provisions of article 2 paragraph 1 of PD 127/2010, the Civil Defense Division, Civil Emergency Planning, at the part of transported departments, according to the part provisions of article 2 paragraph 1 of PD 127/2010, the academies of Merchant Marine, the Centers of Merchant Marines Training, the Office of Maritime Labor Finding and the Disciplined Councils of Merchant Marine, the Merchant Marines Academies, the Faculties of Rescues and Firefighting Means, as well as Services of Budgetary Control, Parliamentary Control, Communication and Mass Media Briefing, Etiquette, Public Relations of Cultural Subjects and Events, Legal Adviser of State and Assessor of State Audit Council (in the above services are posted executives of HCG).

E. In article 23 paragraph 9 of Law 3922/2011 is determined that the HCG personal will staff the services that were reported after the publication of relative JMD that will be in effect for two years. These personnel in extraordinary cases will be depending operationally in the Headquarters of HCG. It is a new regulation, original in the Hellenic public administration, according to which military personnel even provisionally does not even depend in its natural structure in which it belongs.

F. Also from the provisions that were reported previously, result that divisions which at the past had unified object, now departments of these have been assigned in two ministries. A department of one division will be managed by the ministry of Development, Competitiveness and Shipping, but in regional level by the port police Authorities of the HCG regarding the competences of the above ministry will report to this, as they act in these particular cases as bodies of this (article 4 paragraph 6 PD 127 /2011) and for the competences of the rest, will report to the ministry of Citizen Protection.

G. Services as the merchant marines academies are not transferring in the ministry of Education, Lifelong Learning and Religious Affairs but in the ministry of Development, Competitiveness and Shipping, as also the office of Labor Work Finding, is not transported in the ministry of Labor and Social Security, the maritime transportations is not transferred in the ministry of Infrastructure, Transport and Networks etc. All the above lead to the conclusion that the main aim of the administrative reform was the removal of HCG from the subjects of merchant marine and shipping.

H. The Safety Navigation General Secretariat in which subordinate the HCG is constituted by six directorates, twenty five (25) divisions and the services units of articles of 34-40 PD 67/2011. It is marked that the HCG in regional level, enforces the duties that enforced and when existed the MMM.

From the above mentioned, revealed that the “unified object of the sea” split in two governmental institutions (ministries), was enlarged the public sector by the establishment of new secretariats and services, increasing the cost of operation and the bureaucracy, is required recruitment of personnel for the crewing of the new positions that were created by the establishment of HCG Headquarters, is required also time for employees specialization in new duties<sup>39</sup> and be rendered difficult the co-ordination and the operation of all the above administrative shaping’s<sup>40</sup>.

### **Conclusions**

Aim of this present concise study as it was reported in the beginning, the descriptive and critical approach of the route of the MMM as an autonomous administrative governmental institution in the period 1971-2011, and further the proof that the suppression of the MMM and the segmentation of its services and competences in other ministries, beyond the increase of public sector and bureaucracy, will function negatively for the triptich vessel, seaman, ship owning based on the experience of resembling administrative reform that had been realized in period 1971-73.

The study started with the presentation of the role and competences carried out by the MMM. This was essential, in order to become comprehensible the reasons of establishment and presence of the MMM as an autonomous administrative governmental institution. An institution which managed the “unified object of sea”. Consecutively through the analysis is observed that the autonomous character of this particular administrative governmental institution, has occupied scientists and politicians. Even if the MMM had supported and helped the Hellenic shipping to be developed and to excel worldwide, as also it has contributed in the effective enforcement of the law in the regions of its jurisdiction (via the HCG), it has become object of many studies that recommended its suppression. In any case the studies do not report where the MMM had failed, or what from the duties that had been assigned to it was not enforced rightly.

Obviously because the Hellenic public administration has resolved all the problems that it deploras, they dealt enough with the MMM, which contributes creatively in the sovereign economic activity of Hellas, the shipping. Important role in the all methodological approach and reasoning of this study possesses the description - criticism of administrative governmental undertaking in period 1971-73 and 1973-77 (establishment for first time HCG Headquarters). Periods in which were applied as was analyzed previously, the theories that are applied today. The undertaking of period 1971-73 which failed, led to the reconstitution of the MMM. Also and the HCG Headquarters was suppressed in 1977, as its restrictive police role did not help in the shipping activities.

Nevertheless, forty years afterwards we came back in the application of ineffective administrative reforms that have been tried. Inside the study were judged essential and was developed the constitution of the Hellenic administrative governmental forms and the role of the MMM in them, as reputedly were coming back opinions in the topicality that asked the suppression of the MMM.

Keeping in mind all the above are concluded the following:

- a. indeed for reasons of more effective operation and co-ordination of governmental mechanism is essential the restriction of number of ministries roughly in the fifteen,
- b. in the restriction however should not be included the MMM, and because it’s the role in the merchant marine in the EU, but also internationally should be have a higher position in the queue of the governmental classification.

The administrative reform that was realized at the duration of years 2009-2011, and the continuously administrative changes as was analyzed in the study judged at least as insufficient and off-hand, for the following concise reasons as they resulted from the analysis:

- A. the argument that the new corps will enforce its competences and will complete the structural shaping of internal security system and political protection, so henceforth under single political monitoring, coordination and direction will achieve more effectively its mission and will participate actively, substantially and equivalently with the other corps bodies of security in the achievement of mission of ministry, is not valid. This because the HCG is called to make what it made. Its subordination in a ministry with the rest corps of security, does not upgrade it as far as concern the enforcement of its competences, as these constituting a part of these that enforced in the past. Besides and in other ministry if the HCG was subordinated, again it would participate in the system of internal security and it would materialize the policies of security that would determine each government.
- B. The regional services of HCG continue materializing policies (Law 3922/2011, article 23, paragraph 7), that are not related with the system of internal security that was called to serve. More specifically they materialize policies of ministry of Development, Competitiveness and Shipping until now, creating two natures of subordination for a militarily organized corps. The study of provisions that was reported in the text, show that divisions which at the past had unified object, departments of these now have been split in two ministries. A department will be managed by the ministry of Development, Competitiveness and Shipping, but in regional level the Port Polices Authorities regarding the competences of this ministry will report to this, as in this particular case act as bodies of this (article 4 paragraph 6 PD 127 /2011) and for the rest of competences still report in the ministry of Citizen Protection.
- C. The personnel of HCG that serves in the Ministry of Development, Competitiveness and Shipping, in extraordinary cases will subordinate operationally in the HCG Headquarters. It is a new regulation, original for the Hellenic public administration, according to military personnel, provisionally does not even depend in the natural hierarchic structure of its body in which belongs. Concretely in article 23 paragraph 9 of the Law 3922/2011 is determined that the personal of HCG, will staff the services that are reported in article 29 paragraph 7 after the publication of relative JMD for biggest time of two years long.
- D. The term HCG that is used in step with the term Limeniko Soma does not lend something new, as duties of coast guard Limeniko Soma enforced and before the administrative reform that befell with the Law 3922/2011.
- E. The HCG from its establishment was dealt with shipping subjects. All this know-how that had been acquired for 100 years roughly will remain unexploited. It is stressed that today in the HCG on 7.500 executives are included 489 holders of academic and polytechnic titles, 356 holders of diplomas of merchant marine, 19 economic officers and 141 holders of postgraduate titles (PhD, MSc) in special subjects related with the shipping industry, maritime law-EU law- shipping financing - international relations etc. Besides it will be needed new recruitments of specialized personnel, in order to be covered the staff needs of shipping policy planning. Also the new personnel that will staff these positions will need some time in order to adapt and to conceive the object of its new work. Automatically reveals the question, if Hellas in so much difficult economic conditions bear new recruitments and more generally new reforms in concrete sensitive sectors of Hellenic economy that require expenses and time in order to appear if they are effective. Also the HCG personnel as military personnel work 24 hours a day in order to cover the needs of Hellenic shipping. Will the civil servants do something like that, and if with which economic cost?
- F. Services as the merchant Marines academies are not transferring in the ministry of Education Lifelong Learning and Religious Affairs but in the Ministry of Development, Competitiveness and Shipping, as also the office of Labor Work Finding, is not transported in the ministry of Labor and Social Security, the maritime transportations is not transferred in the ministry of Infrastructure, Transport and Network etc. All the above lead to the conclusion that the main aim of the administrative reform was the removal of HCG from the subjects of merchant marine and shipping.
- G. Were constituted three general secretariats and HCG Headquarters. It was created new number of divisions and services, much bigger than that existed, when the MMM enforced concrete competences. More specifically the “unified object of the sea” split in two governmental institutions, was enlarged the public sector with the constitution of new secretariats and services, increasing the cost of operation and the bureaucracy, is required recruitment of personnel in order to crew the positions which were created by the establishment of HCG

Headquarters, is required also time for specialization of employees in new duties and is rendered difficult the co-ordination and the operation of all above administrative shaping's. All these competences at the past were enforced by one only ministry, the MMM. It is realized also that the multifunctional peculiarity of shipping activity globally, cannot include itself in simple theoretical alignments and that in Hellas is judged essential the existence of one only institution that it will manage the "unified object of the sea".

- H. Still, one reason for the suppression of MMM was that with the previous status (when existed MMM) had been created "narrow relations between ship owners and HCG for which were caused questions regarding the limits and their transparency". It must be mentioned that are not reported concrete incidents for the mentioned statement.

Based on the above, results from the study that the MMM must be reconstructed with the form that it had, so that will be ensured the smooth operation of "unified object of the sea". Also it would be upgraded its position in the ministries hierarchy, occupying the seventh position afterwards the ministries of National Defense, Internal, National Economy, Foreign Affairs, Education, Lifelong Learning and Religious Affairs, Health and Social Solidarity, Labor and Social Security. This hierarchy could become with evaluation what has offered, what offers and with what means and more basic that it constitutes the administrative institution of the largest shipping in the EU and one of the largest in tonnage worldwide. In this frame would be more realistic its characterization from ministry of Mercantile Marine in ministry of Maritime Security, Shipping and Shipping Policy.

Also it could be examined the possibility, the MMM to be suppressed, but the competences that were enforced by this to continue to be enforced by the HCG. In the last should be established Headquarters as it happened, but to be contained all the competences of shipping that used to enforce and not only police competences. Following the HCG could subordinate in a ministry. In this way would keep the smooth operation of "unified object of the sea". Also with this way and reduction of the ministries would take place and they would not materialize failures and costly policies that until now have not attributed, but also are doubtful if they attribute in the future.

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## NOTES

\* Main points of this study were presented by me in a paper entitled «The Hellenic Ministry of Mercantile Marine as an autonomous administrative governmental institution in the period 1971-2011. A descriptive and critical approach», in the frame of the Conference under the title «Institutions in Hellas in the period after 1974. Evaluation of a controversial period», held on 04-06 November 2011 in the big amphitheater of Technological Institute of Kalamata, ATEI Kalamatas, in Kalamata – Hellas, which was organized by the department of Local Government of ATEI Kalamatas and the Center of Policy and Institutional Analysis, Department of Law of Panteion University of Political and Social Sciences, Athens.

<sup>1</sup> The MMM was initially established as undersecretary’s office by the CL 345/1936 (A’ 514) and was evolved in ministry by the CL 186/1945 (A’ 58).

<sup>2</sup> The legislative framework that describes the suppression of the MMM and the transferring of its competences and its services in other ministries is analyzed in the unit 5 of this present study.

<sup>3</sup> See Law 3922/2011 (A’ 35) and PD 67/2011 (A’ 149).

<sup>4</sup> See Korontzis Tr. (2011). *The statutory role of HCG*, PhD, Panteion University of Social and Political Sciences, Athens, p.p. 15-24.

<sup>5</sup> Antoniadis X. In his article in the periodical “Nautika Chronika” [No. 1202/961, 1/7/1985, p. 11] titled *The unified object of the sea*, stresses that “..... the concentration of all the issues that concerns the merchant marine in a unified administrative service was always the pedestal of administrative maritime organization. Even when it was a simple department or a small division, the mercantile marine never did not know split of its competences. It could be transported occasionally from the Ministry of Maritime in the Ministry of National Economy, but the transformation or the subordination concerned the total of shipping services and competences, until they were assembled in separate ministry, which the establishment of was greeted as “fundamental condition of the governmental work for shipping .....”.

In the same periodical also is written that "...no one of course does not dispute that the shipping constitutes a national economic factor. But because its peculiarity its base should remain in Piraeus and head must be political person with capability of immediately decision-making in order to be faced with the speed that is imposed the multiple and urgent problems and also to exist complete co-ordination, capable to harmonizes the various "material throughout" competences that all have common denominator the vessel and the seaman." [Comes first the rescue of the fleet under Hellenic flag, No. 1203/962, 15/7/1985, p. 1 and administrative institution p.2 and Apostolopoulos G., *The split of the MMM and the subordination of HCG in other institution*, p.p. 9-11].

<sup>6</sup>The apposition of the ministries names becomes based their actual name according to the composition of Government that was announced on 17-06-2011 PD 63/2011 (A' 145).

<sup>7</sup>See Korontzis Tr. (2003). *Shipping and Public Policy*, Oikonomikos Tachydromos, TO VIMA, 11-09-2003, p.p. 78-79.

<sup>8</sup> See also MEMORANDUM of Minister of Mercantile Marine, issued on 1-7-1954, continuously of the decision of president of the Government Field Marshal Papagou A. with No. 62563/16-06-1954, *Constitution of Committee to study on fusion of similar Maritime Services*.

<sup>9</sup> See analytically Korontzis T. (2009). *Administrative Governmental Reforms*. The case of the Ministry of Mercantile Marine, the Aegean and Island Policy (MMMAIP), *Dioikitiki Enimerosi*, 52, p.p. 34-35.

<sup>10</sup>See Administrative Chamber of Hellas, available on <http://www.dee.gr/contents.asp?category=17&id=64m>.

<sup>11</sup> See op.cit. 6.

<sup>12</sup> The dictatorship of Metaxas (which established the undersecretary's of Shipping), had conceived the importance of shipping for Hellas (from the 500.000 tons in 1920 it increased in the 1.5 millions in 1930). At the same time, were existing a lot of items that should have been faced immediately from specialized executives, in a henceforth independent but autonomous administrative unit that would concretely possess position in the governmental mechanism and in the cabinet, worthy the size and the role of Hellenic shipping.

From publications of period 1935-36 are realized the followings:

- The governmental administration of Mercantile Marine from the Division of Mercantile Marine had dreary consequences for the shipping as it was trying to impose meters caused from wrongly perception of reality.
- Non-existence of each direct interest for the shipping from the part of ministers of Shipping, who gave precedence in the Navy, visiting the Division of Mercantile Marine per "fortnight and signing simply official documents, sometimes causing and problems by adoption because of ignorance of detrimental proposals".
- Complete anarchy in the cargo shipping with increase of cases of indiscipline and desertion.
- Complete dimension with big acidity between capital and work, with parallel increase of labor claims that coincides with the establishment of undersecretary's of Shipping. The last one helped with its policy in the satisfaction of many labor demands, with the establishment of constant seaman's policy.
- Non-existence of government policy for the passenger shipping, with result to suffer a big hurt.
- The crisis in 1929-33 which showed the need of creation of an institution that will face unified and under one "roof" the problems of shipping.
- Independence of shipping which is eminently a private activity from a public navy service. (see "Nautika Chronika" January 1936 p.p.5-6, No. 127 1-4-1936 p.p. 1-3, No. 128 15-4-1936 p.p. 1-2, No. 129 1-5-1936 p.1, No. 130 15-5-1936 p.p. 1-2, No. 131 1-6-1936 p.p. 1-2, No. 470/229 of 1/1955 p. 1, No. 472/231 1-2-1955 p.p. 8-9, No. 475/234 15-3-1955 p. 11 ).

<sup>13</sup>See Korontzis Tr. (2004). *Order of the MMM in the governments from 1951 until today*, *Limenika Chronika*, 60, p.p.. 32-33, and *Ministry of Mercantile Marine and Governmental Forms*, *Limenika Chronika*, 55, p.p. 16-17 and 57, p. 35.

<sup>14</sup> PD 121/2004 (A' 81).

<sup>15</sup> See Sotirelis G., *Staff state, the new big challenge*, O Kosmos tou Ependyti, 02-03/10/2010, p. 22.

<sup>16</sup> See Tachos A. (1985). *Administrative Science*, Sakkoula, Athens, p.p. 106-107.

<sup>17</sup>See Kourtis K. (1978). *Problems of organization and operation of public administration*, Athens, p.p. 51-52.

<sup>18</sup> See Kourtis K. op.cit. p.p.53-54.

<sup>19</sup> See Makrydimitris A. (2003). *State and society of citizens*, Metamesonykties Publications, Athens, p.p. 130-132.

<sup>20</sup> See Athanasopoulos D. (1986). *Government and Governmental Bodies*, Sakkoulas, Athens - Komotini, p. 67.

<sup>21</sup> See Theofanidis P. (1998). *That you will become better prime minister, minister, governor*, Papazisis, Athens, p. 138.

<sup>22</sup> See Hellenic Administrative Chamber, *Hellenic public administration in front of the modern challenges. Proposals of the Hellenic Administrative Chamber for overshooting of crisis and upgrade of administrative faculty* (15/04/2011), p.p. 3-5, available on <http://www.dee.gr/contents.asp?id=653>

<sup>23</sup> See Athanasopoulos D., op.cit. p. 9.

<sup>24</sup> See Athanasopoulos D., op.cit, p.p. 63-64.

<sup>25</sup> See Athanasopoulos D., op.cit, p.p. 67 and 212.

<sup>26</sup> See Athanasopoulos D (1985). *Should be dismembered the MMM?* *Kathimerini*, 7/5/1985, p. 4.

<sup>27</sup> Analytically for the administrative undertaking of period 1971-73, see Korontzis Tr., op.cit.,9, p.p.36-42.

<sup>28</sup> See Korontzis Tr. (2005). *Ministry of Mercantile Marine and HCG. Critical approach of the organizations - proposals of administrative reform*, *Dioikitiki Enimerosi*, 32, p.p. 107-112.

<sup>29</sup> See Korontzis Tr. (2009). *Administrative Governmental Reforms. The case of the Ministry of Mercantile Marine, the Aegean and Island Policy (MMMAIP)*, Dioikitiki Enimerosi, 52, p.p. 42-47.

<sup>30</sup> See *STUDY of PLANNING of HELLENIC PORTS, PHASE 3, FINAL REPORT (1985)*, Administration and Organization, Doxiadis Office - Advisers on development and residential, January, p.p.81- 82.

<sup>31</sup> See Giannopoulos E. (1988). Letter of minister of Merchant Marine No. E 40/14-01-1988 to the Prime Minister A. Papandreou.

<sup>32</sup> See Korontzis Tr. (2010). *HCG and Administrative Experimentations*, Dimosios Tomeas, 269, p.p. 33-35.

<sup>33</sup> For the administrative reform that befell in the shipping area the responsible institutions that are related with shipping, Maritime chamber of Hellas, Union of Hellenic Ship owners and Committee of Shipping Collaboration in London (Committee) expressed negative opinions. See Limenika Chronika 84/2010, p.p. 14-15., [*“Blue development” with vehicle the ministry of Mercantile Marine*], G. Plakiotakis, O Kosmos tou Ependyti, Special Publication, June 2010, p. 18., *Must stop the experiments with the bigger shipping of the world*, Nautemporiki, 16-09-2010, p. 13, [*the “sudden death” of Ch. Pampoukis*, O Kosmos tou Ependyti, 27-28/08/2011, p. 7. The former minister of the PA.SO.K. party was one of the major ringleaders of the split of competences and services of the MMM. His opinion however was reversed when undertook as an assistant minister in the ministry of Development, Competiveness and Shipping, person in charge for the shipping. Then he was conceived about the need of reestablishment of the MMM and the reintroduction of HCG in this.

<sup>34</sup> It is noted that according to the PD 79/2011 (A' 196) in the Ministry of Citizen Protection was established a new Unit at level of Division in order to be ensured the interoperability and the interdisciplinary of the action of the services and corps that are under the supervision of the ministry of Citizen Protection in its framework and also in the framework of their administrative and operational independence. That is to say was established one still new service in order to ensure the single application of internal security doctrine.

<sup>35</sup> See interview of board of the Union of HCG Retired Officers (EAAΑΣ- EAALS), on 21-10-2010, Limenika Chronika 84/2010, p.p. 3-4.

<sup>36</sup> See O Kosmos tou Ependyti, on 27-28/08/2011, *Difficult the passage in the new arrangement*, p. 07. Concretely on 8-9-2010 the governmental representative G. Petalotis at the regular briefing of political journalists and correspondents of foreigner press type declared: “..... the suppression of MMMAIP was a decision of Prime Minister and it should be suppressed according to the way it was functioned, as we all knew very well what was happening at the MMM in various phases of its existence, what was said and how the decisions were taken there”. Additionally must be mentioned that in the periods 1981-1990, 1993-2004 and 2009 till now PA.SO.K. governed and is governing Hellas. In case that what Mr. Petalotis G., claimed have been proved the MMM should had been suppressed very earlier.

<sup>37</sup> See indicatively *The end of ministry*, Ach. Chekimoglou, TO VIMA, 11-10-2009, p. A52, *The partition of the MMM*, G. Skordilis, TO VIMA, on 11-10-2009, p.B7 and *Fusions and agitation*, p. A15, *Finally who minister makes what?*, D. Markopoulos, Marianas Tzanne, Minas Tsamopoulos and Sotiris Chiotakis, TO VIMA, 01-11-2009, p. 8, *Dissatisfaction from the suppression of the MMM*, Imerisia, 10-02-2010, p.11.

<sup>38</sup> It is mentioned that until now has not been constituted an organization for the particular ministry.

<sup>39</sup> See O Kosmos tou Ependyti, 27-28/08/2011, *Difficult the passage in the new arrangement* p. 07. Must be marked that in the same article M. Chrysochoidis appreciates that if the ministry of Shipping had its own services, would not exist problem, however it will be needed necessary transient stage, perhaps and five years, until the ministry acquires absolutely specialized political personnel, since the competence until recently was belonging to the HCG. See also question of Dritsa Th. congressman and member of the party, under the name SYRIZA on the 22-09-2011 in the Hellenic Parliament to the ministers of Citizen Protection, Development, Competiveness and Shipping, Internal, Administrative Reform and E-Governance and Finances with subject: *Concern causes the incomplete staffing of services of the former MMM as for the prospect of viability of operation of shipping sector in the ministry of Development, Competiveness and Shipping*.

<sup>40</sup> See Nautemporiki, 24-11-2010, *Marine tower of Babel*, p. 8 by Karageorgou L.. Characteristically are still reported the following incidents: the lack of co-ordination as it was realized at the mission of vessels in Libya for the evacuation of Hellenic citizens as well as foreigner nationals between the ministries of Foreign Affairs, Maritime Affairs, Islands and Fishery Policy, and the Citizen Protection (see Kathimerini, 23-02-2011, *Ministerial stabbings because... Libya*, by Zoulas K. and in the affair that was realized according to the statements of two ministries of Citizen Protection, Maritime Affairs, Islands and Fishery Policy that 16 vessels were travelling with factitious certificates (Eleftherotypia, 5-11-2011, p. 41, *16 boats travelled with factitious certificates*, by Papastathopoulou Christina).