ADRIAMOS FINAL EVENT
EAST-MEDITERRANEAN MOTORWAYS OF THE SEA:
CURRENT INITIATIVES AND FUTURE PERSPECTIVE,
VENICE, 10 DECEMBER 2014

CONNECTING
NATIONAL PORTS and MoS
into the
EUROPEAN CORRIDORS

Venice, December 10, 2014
TRANS-EUROPEAN NETWORKS (TENs), emerged in 1980s in conjunction with the idea of SINGLE MARKET with purpose to contribute to the creation and development of infrastructure projects at:

- transport
- energy and
- telecommunications sectors

The TRANS EUROPEAN NETWORK – TRANSPORT (TEN-T) goals:

- Creation of the Internal Market
- Reinforcement of Economic and Social Cohesion
- Promotion of Interconnection and Interoperability of existing infrastructures of national networks
- Accessibility to the networks
The Trans-European Network - Transport (TEN-T) projects, which are located in every Member State, include all transport modes:

- road
- rail
- maritime
- inland waterways
- air
- logistics
- co-modality
- innovation
TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)

The priorities of **financing** is focused on:

- priority projects;
- projects to **eliminate bottlenecks**, in particular in the frame of priority projects;
- projects implement jointly by at least two M-S, in particular those involving **cross-border sections**;
- Projects contributing to the continuation of the network and the **optimization of its capacity**;
- projects contributing to the **improvement of the quality of service** on TEN-T and which **promote the safety and security** of users and **ensure interoperability** between national networks;
- projects contributing to the **re-balancing of transport modes** in favor of the most **environmentally-friendly ones**.
TEN-T BUDGET / ACTIONS – PROJECTS FINANCED

REVIEW OF HELLENIC EXPERIENCE
- PROGRAMMING PERIODs
Financing of TEN-T Projects in Greece

- TEN-T Budget (line B5-700, 06.03)
- Cohesion Fund (only TEN-T projects)
- ERDF (and TEN-T projects)
- State Budget
- European Investment Bank
- PPP’s etc.
TEN-T Budget Financing
Programming Periods 1994 - 1999

65 Actions (studies)

Budget: 329,64M€
Community Contribution: 164,82M€

Allocation of contribution to sectors:
- PP7: 90,92M€
  - Egnatia Motorway: 2,64M€
  - PATHE Motorway: 88,28M€
- PP22: 32,55M€
- Other sectors: 41,35M€
TEN-T budget Financing
Programming Periods 2000-2006

14 Actions

Budget: 91,58M€
Community Contribution: 45,79M€

Allocation of Contribution to sectors:

- PP7: 27,85M€
  - EGNATIA: 26,60M€
  - PATHE: 1,25M€
- PP22: 7,77M€
- Ports: 3,0M€
- Other sectors: 7,17M€
TEN-T budget Financing
Programming Periods 2007-2013

27 Δράσεις

Budget: 79,0M€
Community Contribution: 39,5M€

Allocation of contribution to sectors:

- PP7 (EGNATIA, PATHE): 14,3M€
- PP22: 15,2M€
- PP21: 4,1M€
- ITS: 4,8M€
- ATM: 0,6M€
- Other (Multimodality): 0,4M€
Financing of TEN-T projects

- **TEN-T Budget**: “a pioneer instrument” to implement TEN-T policies and facilitate project preparation and planning triggering investments and enforcing the ranking of priorities by M-S.

- **Cohesion Fund (only TEN-T) & ERDF (and TEN-T)**: “Implementation instrument” with strategic role for the implementation, according to the decision of 1692/96, of large scale TEN-T infrastructure projects affecting the infrastructures and the role of our country by giving a competitive advantage to our national economy.

- **Funding Tools (PPPs)**: ”Expansion of Financing”, contributing at the maximization of the cooperation between public and private sector for timely and rightly completion of the projects
Priority Axis of Hellenic Interest

**Priority Axis No7**
Igoumenitsa/Patra-Athens-Sofia-Budapest

**Priority Axis No21**
MoS of East Mediterranean

**Priority Axis No22**
Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden
<table>
<thead>
<tr>
<th>MoS Actions of Hellenic interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways of the Sea: “Elaboration of the East Mediterranean Motorways of the Sea Master Plan” <em>(Coordinator - Hellenic Authorities)</em></td>
</tr>
<tr>
<td>Sea2Sea: Developing a multimodal freight corridor to connect the Aegean to the Black Sea <em>(Coordinator - Hellenic Authorities)</em></td>
</tr>
<tr>
<td>Adriatic Motorways of the Sea (ADRIAMOS)</td>
</tr>
<tr>
<td>MONALISA 2.0</td>
</tr>
<tr>
<td>ANNA - Advanced National Networks for Administrations</td>
</tr>
<tr>
<td>MoS4MoS: Monitoring and Operation Services for Motorways of the Sea</td>
</tr>
<tr>
<td>TrainMos</td>
</tr>
<tr>
<td>Business to Motorways of the Sea</td>
</tr>
</tbody>
</table>
“Elaboration of the East Mediterranean Motorways of the Sea Master Plan”

<table>
<thead>
<tr>
<th>Involved M-S</th>
<th>Greece, Italy, Malta, Slovenia, Cyprus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinator:</td>
<td>Greece (τ. YEN)</td>
</tr>
<tr>
<td>Implementation period:</td>
<td>April 2006 - December 2009</td>
</tr>
<tr>
<td>Total budget:</td>
<td>€4,000,000</td>
</tr>
<tr>
<td>Community contribution:</td>
<td>€2,000,000</td>
</tr>
</tbody>
</table>
Sea2Sea: Developing a multimodal freight corridor to connect the Aegean to the Black Sea

<table>
<thead>
<tr>
<th>Involved M-S:</th>
<th>Greece, Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinator:</td>
<td><strong>Greece</strong> (Port of Kavala)</td>
</tr>
<tr>
<td>Implementation period:</td>
<td>February 2013 – December 2014</td>
</tr>
<tr>
<td>Total budget:</td>
<td>€1,500,000</td>
</tr>
<tr>
<td>Community contribution:</td>
<td>€750,000</td>
</tr>
</tbody>
</table>
Adriatic Motorways of the Sea (ADRIAMOS)

**Involved M-S:** Greece, Italy

- **Coordinator:** Italy (Venice port)
- **Implementation period:** January 2011 - December 2013
- **Total budget:** €56,700,000
- **Community contribution:** €12,210,000

Source: TEN-T Executive Agency
Involved M-S: Sweden, Germany, Greece, Spain, U.K., Denmark, Malta, Finland, Italy

coordinator: Sweden

Implementation period: January 2012 - December 2015

Total budget: €24,316,000

Community contribution: €12,158,000
ANNA - Advanced National Networks for Administrations

**Involved M-S:** Holland, Sweden, Germany, Greece, Spain, U.K., Denmark, Malta, Finland, Italy, Belgium, Portugal, Bulgaria, Lithuania, France, Slovenia, Rumania, Cyprus

**Coordinator:** Holland

**Implementation period:** January 2012 – December 2015

**Total budget:** €37,076,000

**Community contribution:** €18,538,000

Source: TEN-T Executive Agency
Monitoring and Operation Services for Motorways of the Sea (MoS4MoS)

- **Involved M-S:** Italy, Greece, Spain, Slovenia
- **Coordinator:** Spain (Port of Valencia)
- **Implementation period:** March 2011 – May 2012
- **Total budget:** €5,643,720
- **Community participation:** €2,821,860

[Map showing the locations and routes of the motorways of the sea project]
Involved M-S: Italy, Greece, Portugal, Spain, Belgium, Germany, Sweden, U.K.

Coordinator: TrainMos Consortium

Implementation period: January 2011 – September 2013

Total budget: €2,509,108

Community contribution: €1,254,554

Source: TEN-T Executive Agency
Involved M-S: Italy, Greece, Spain, Belgium, Germany, U. K.

Coordinator: Spain (Port of Valencia)

Implementation period: July 2012 – December 2015

Total budget: €11,394,000

Community contribution: €5,697,000
Interconnection of Ports with Core Network

PRIORITY AXES (PP7, PP22)

**Priority Axis No7**
Igoumenitsa/Patra-Athens-Sofia-Budapest

**Priority Axis No22**
Athens-Sofia-Budapest-Vienna-Prague-Nuremberg/Dresden

[Map of Priority Axis No7 and No22 with cities and routes marked]
OUTCOME OF THE PERIOD 1994 - 2013

The completion of the studies financed by TEN-T budget led to implementation of the following sections with financing from Cohesion Fund / ERDF:

**Motorways (PP7 sections):**
- Completion of Egnatia Motorway Axis (PP7)
- Completion of Attiki Odos (PP7) – Athens ring-road
- Completion of sections of PATHE Motorway Axis (PP7)

**Railways (PP22 sections):**
- Completion of rail connection of Piraeus Port with PATHEp (PP22)
- Completion of sections of railway axis PATHEp (PP22)

**Infrastructures for Ports (Core / MoS sections) financed by CF / ERDF:**
- Igoumenitsa
- Piraeus
- Patra
- Thessaloniki

**Additionally:**
- Marine corridor actions (MoS, Adriamos, MoS2MoS, Sea2Sea, etc.) and
- Management traffic systems (VTMIS, ITS, etc.)

**contributes at functionality improvement of the networks.**
OUTCOME OF THE PERIOD 1994 - 2013

ESTABLISHMENT OF COOPERATION WITH OTHER M-S in EU projects (as Coordinators)

**PP7**: Greece, Bulgaria, Romania, Hungary

**PP22**: Greece, Bulgaria, Romania, Hungary

**PP21**: Greece, Italy, Malta, Cyprus, Slovenia
OUTCOME OF THE PERIOD 1994 – 2013

Application of the studies by E.U. and by MS

Contribution to the TRANSITION to the PROGRAMMING PERIOD 2014-2020

THE REVIEW OF TEN-T GUIDELINES AND THE ESTABLISHMENT OF CONNECTING EUROPE FACILITY (CEF)
PROGRAMMING PERIOD 2014 – 2020
CONNECTING EUROPE FACILITY – CEF) / ESIF
Priorities for **CEF implementation:**

- Major cross-border projects on the Corridor
- Other cross-border and multimodal projects on the Core Network and the Corridors
- **Motorways of the Sea**, including LNG
- Horizontal priorities to be deployed in priority along the Core Network Corridors
- SESAR
- ERTMS
- Telematic Application Systems (RIS, ITS, e-Maritime...)
- New technologies and innovation

**Main principles under CEF:**

- Strict adherence to the delegated act and strong focus on the **corridor approach**.
- Promotion of rail interoperability to overcome technological barriers at national borders.
- Cross-cutting funding of **innovation**, covering hard and soft infrastructure.
- Priority towards **multi-modality** and promotion of sustainable aspects of the corridors, with urban nodes as integral part
- Promotion of **freight transport**, including freight transport services on corridor as well as motorways of the sea.
- **Opening towards neighbouring countries** for cross-border segments and, in the MAP, for innovation aspects (SESAR, ITS, RIS and MoS)
The 3 levels of TEN-T

Comprehensive TEN-T

Core TEN-T

Core TEN-T Corridors
Funding of Trans-European Networks Programming Period 2014-2020

Total Budget CEF
33,42B€

TEN-T
26,25B€

TEN-E
5,85B€

TEN-C
1,14B€

• Of which 11,3B€ from Cohesion Fund for 14 MS
# Core Corridors and EU Member States

| Core Corridors                          | BE | BG | CZ | DK | DE | EE | EL | ES | FR | IT | CY | LV | LT | LU | HR | HU | MT | NL | AT | PL | PT | RO | SI | SK | FI | SE | UK |
|----------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Baltic-Adriatic Corridor               | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| North Sea-Baltic Corridor              | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Mediterranean Corridor                 | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Orient/East-Med Corridor               | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Scandinavian-Mediterranean Corridor    | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Rhine-Alpine Corridor                  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Atlantic Corridor                      | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| North Sea-Mediterranean Corridor       | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |
| Rhine-Danube Corridor                  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  | ✓  |

| Number of countries                   | 3  | 2  | 3  | 1  | 6  | 1  | 1  | 2  | 4  | 4  | 1  | 1  | 1  | 2  | 2  | 1  | 3  | 4  | 2  | 1  | 2  | 3  | 2  | 1  | 2  | 1  | 1  |
# Horizontal Priorities

<table>
<thead>
<tr>
<th>Innovative Management &amp; Services</th>
<th>Single European Sky – SESAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovative Management &amp; Services</td>
<td>Telematic Applications Systems for Road, Rail, Inland Waterways and Vessels (ITS, ERTMS, RIS and VTMIS)</td>
</tr>
<tr>
<td>Innovative Management &amp; Services</td>
<td>Core Network Ports, Motorways of the Sea (MoS) and Airports, safe and secure infrastructure</td>
</tr>
</tbody>
</table>
PROJECTS FINANCING
BY CEF / ESIF
(complementarity of financing)

HELLENIC AUTHORITIES PLANNING
FOR THE PERIOD 2014-2020
Financing of TEN-T Projects in Greece

- **Connecting Europe Facility (CEF)** - of which 11,3b€ for 14 Cohesion MS

- European Structural Investment Funds - Cohesion Fund (only TEN-T projects) / ERDF (and TEN-T projects)

- State Budget

- European Investment Bank

- PPP’s etc.
Financing of TEN-T Projects in Greece

The projects that shall be financed, are described in the **Strategic Framework of Investments in Transport Sector (SPEM) in Greece 2014-2025 (Corridors / Core / Comprehensive Network)**

The priorities for the period 2014-2020, are outlined in the Transport Operational Programme 2014-2020, that was submitted for approval to DG REGIO, on the 18th of November 2014, in the framework of Partnership Agreement (P.A. – or NSRF II).

The O.P. outlines the projects that shall be financed by:

- **Connecting Europe Facility (CEF) – 580Meuro EU contribution**

- **European Structural Investment Funds (ESIF),**

for *complementarity* of the EU Funds.
### Ports of Core Network:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Igoumenitsa</td>
<td>Phase B’ under completion &amp; Phase C’ (construction begins in 2015 – NSRF II)</td>
</tr>
<tr>
<td>Patra</td>
<td>-3rd section of phase A under construction- NSRF I) - Port Connection with PATHE &amp; IONIA Motorway (to be completed by 2016 – NSRF I)</td>
</tr>
<tr>
<td>Piraeus</td>
<td>-Rail connection of the Port to Thriasio Pedio freight center &amp; OEM corridor (completed) - Expansion of Freight port (private investment) -Construction of 3 piers for cruiser ships (construction begins in 2015-NSRF II)</td>
</tr>
<tr>
<td>Thessaloniki</td>
<td>Port connection with PATHE &amp; Egnatia Motorway (construction begins 2015-NSRF II)</td>
</tr>
<tr>
<td>Heraklion</td>
<td>MoS Piraeus-Heraklion-Larnaka (to be studied – CEF)</td>
</tr>
</tbody>
</table>
Port of Patras

Freight port of Piraeus

Port of Igoumenitsa
Railway of Core Network (OEM Corridor):

Athens-Thessaloniki (OEM)
- Section Tithorea-Lianokladi-Domokos (under construction, CEF)
- Section Thessaloniki-BG/FYROM borders (under study, the upgrading of the line NSRF II)
- Section Port of Piraeus-Thriasio Freight Center - OEM Corridor (completed)
- Section Thriasio Freight Center (under completion phase B’ – NSRF)

Athens – Patra (OEM)
- Section Athens-Kiato (completed - Cohesion Fund)
- Section Kiato-Rododafni (under construction – NSRF)
- Section Rododafni-Rio (CEF-NSRF II)
- Section Rio-Patra & connection with Port of Patras (NSRF II)

Egnatia Railway (core)
- Section Palaiofarsalos-Kalampaka (completed/construction of electrification NSRF II)
- Section Kalambaka–Igoumenitsa (upgrading of studies)
- Section Thessaloniki-Alexandroupoli (sections completed / sections to be studied)
Tithorea – Lianokladi – Domokos Railway
THE MODERNIZATION PROJECTS OF OSE’S RAILWAY NETWORK, WHICH ARE IMPLEMENTED WITH THE FINANCIAL SUPPORT OF EUROPEAN UNION FUNDS (EUROPEAN REGIONAL DEVELOPMENT FUND & COHESION FUND) AND WITH NATIONAL RESOURCES, CONTRIBUTE TO THE REDUCTION OF ECONOMIC & SOCIAL DISPARITIES BETWEEN EU CITIZENS

NEW RAILWAY LINE DOMOKOS - TITHOREA

TITHOREA - LIANOKLADI

Land acquisition, infrastructure works (tunnels, structures, earthworks), purchase of track materials etc

CSF 1994-1999
CSF 2000-2006
NSRF 2007-2013

LIANOKLADI - DOMOKOS

Land acquisition, infrastructure works (tunnels, structures, earthworks), purchase of track materials etc

CSF 2000-2006
NSRF 2007-2013

PHASE A - CONTRACTED SCOPE

Remaining works for the completion of infrastructure and installation of trackwork, E/M installations, signaling, telecommunications and electrification (Contracts no 635 & 724) and supplementary land acquisitions

PHASE B - SCOPE TO BE CONTRACTED

Accompanying projects (flood prevention works in Sperchios river, technical monitoring of bridge systems, planting works, installation of GSM-R)

CEF 2014-2020

KALLIDROMO TUNNEL

TITHOREA- LIANOKLADI-DOMOKOS

Land acquisition, infrastructure works (tunnels, structures, earthworks), purchase of track materials etc

CSF 1994-1999
CSF 2000-2006
NSRF 2007-2013

THE MODERNIZATION PROJECTS OF OSE’S RAILWAY NETWORK, WHICH ARE IMPLEMENTED WITH THE FINANCIAL SUPPORT OF EUROPEAN UNION FUNDS (EUROPEAN REGIONAL DEVELOPMENT FUND & COHESION FUND) AND WITH NATIONAL RESOURCES, CONTRIBUTE TO THE REDUCTION OF ECONOMIC & SOCIAL DISPARITIES BETWEEN EU CITIZENS
## THE MODERNIZATION PROJECTS OF OSE’S RAILWAY NETWORK

The modernization projects of OSE’s railway network, which are implemented with the financial support of European Union Funds (European Regional Development Fund & Cohesion Fund), and with national resources, contribute to the reduction of economic & social disparities between EU citizens.

### Project B: Rododafni - Rio

#### PHASE B1+B2: Rododafni - Psathopyrgos
- Land acquisitions and infrastructure works (tunnel, structures, earthworks) (Contract no 579)
- **CEF 2014-2020**

#### PHASE B3: Psathopyrgos – Rio
- Land acquisitions and infrastructure works (tunnel, structures, earthworks) (Contract no 716)

#### PHASE B4: Rododafni - Rio
- Installation of track work, building of stations/stops, E/M works for tunnels, signaling, telecommanding, telecommunications, electrification and planting works
- **NSRF 2014-2020**

## DIAKOPTO - RODODAFNI

- New double railway line with signaling
  - **NSRF 2007-2013**
- Electrification
  - **NSRF 2014-2020**

## KIATO - DIAKOPTO

- New double railway line with signaling
- **Cohesion Fund 2000-2006**
- Electrification
  - **NSRF 2014-2020**
Motorway of Core Network (OEM Corridors):

Motorways

Egnatia Motorway (Igoumenitsa-Thessaloniki-Turkish borders – completed- TEN-T budget/CF/ERDF– main feeder of OEM Corridor

EGNATIA Vertical axes (under construction):
• Section Ioannina-Kakavia (EL/AL borders) – study completed (TEN-T budget)
• Section Siatista-Kristalopigi (EL/AL borders – NSRF I)
• Section Kozani- Florina- Niki (EL/FYROM borders-NSRF I)
• Section Thessaloniki-Serres-Promachonas (EL/BG borders-NSRF I)
• Section Alexandroupoli-Ardanio-Ormenio (EL/BG borders – NSRF I & II)
• Section Komotini-Nimfaia (EL/BG border-NSRF I)

PATHE (OEM Corridor)
Section Athina-Korinthos-Patra (concession project - Athina-Korinthos completed, Korinthos-Patra under construction – NSRF I)
Section Athina-Thessaloniki (concession project - under construction Maliakos-Kleidi - NSRF I)
Section Attiki Odos (concession project – completed

Ionian Motorway (Patra-Igoumenitsa- core network) (concession project under construction – NSRF I)

Egnatia Motorway: Connects the 4 Ports of Igoumentitsa, Thessaloniki, Kavala, Alexandroupoli & 5 airports & 5 countries,

Ionian Motorway: Connects the ports of Igoumenitsa, Patra and Piraeus

PATHE: Connects the ports of Piraeus, Patras, Thessaloniki
Attiki Odos

Egnatia Motorway

Ionian Motorway (Rio-Antirio Bridge)

PATHE motorway
CONCLUSIONS
OUR TARGETS - PRIORITIES

Our priorities:

1. **OEM Corridor (Hellenic parts): Completion** of the missing sections of the Hellenic parts by 2020 (rail, road).

2. **OEM Corridor (parts in other MS): Connection** of Greece, via OEM corridor, with the other MS of Central Europe to eliminate the isolation that Greece was facing before the accession to EU of Bulgaria and Romania (EU initiative).

3. **Ports: Completion / upgrading** of the infrastructures of the Core Ports (National Plan for Ports) + investments for cruiser ships (Piraeus)

4. **Connection of Ports with OEM Corridor** (rail, road) and the Ports with neighbouring countries through MoS by developing further cooperation with other M-S.

5. **Freight Centers:** Completion of phase B of Thriassio Pedio freight center, Thessaloniki (under study), and Igoumentista (under study)

6. **OEM Corridor + Ports:** Remove bottlenecks and bridging missing links
National Port Strategy

- To **promote** an overall port system by rationalizing existing infrastructures.
- To **complete / upgrade** the port infrastructures on core ports.
- To **improve** organization and operation of the ports, to further participate in the framework of the Motorways of the Sea.
- To **secure** the safety of the ports.
- To **attract** private funds.
- To **promote** combined transport systems, by creation of freight centers.
- To **promote** Greek ports to transit and transshipment points.
- **Streamlining** of the charging system.
HOW OUR TARGETS CAN BE ACHIEVED?

The completion of Corridors / Ports / Core Network is planned to be achieved by:

- Resources from **NSRF 2007-2013 & NSRF (PA) 2014-2020** in order to complete the missing links and especially those who removing bottlenecks.

- Resources from **CEF - Cohesion Fund** (14 MS) to ensure our country’s quota of 580 M€ community contribution by 2016, by financing 2 mature projects (T-L-D & R-R).

- Resources from the competitive process of **Annual and Multiannual CEF Work Program** (28 MS – mainly studies / cross-border sections / MoS)

- By **developing and strengthening our cooperation** with other M-S especially on **MoS**.

- Through interventions of E.U. **under the Corridor Coordinators**, to speed-up the **Corridor Approach** to allow the access of our Country to Central Europe by completing the Corridors and cross-border sections.
TARGETS AT EU LEVEL

Our next steps are the following:

1. **Approval of the OEM Corridor Study and Action Plan**, following our participation as MS in the 4 meetings of the Forum of the Corridor.

2. **Support the establishment by EU of a follow up and coordination process by EU**, after the approval of the OEM Corridor Action Plan.

3. **Support the role of the OEM Coordinator**, Funds (ESIF/CEF)/ investments realized by all MS involved with purpose to complete the Corridor.

4. **Support the establishment of a consultant (i.e. Project Manager) at EU level**. Support the Coordinator for speeding up the implementation MS of the Corridor.

5. **Request the revision of the MAPs of the OEM Corridor**, so Egnatia Motorway and its connections with Italy/Turkey and other neighbouring countries be presented.

6. **Support the participation of Greece and to the other Corridors - Mediterranean and Scandinavian.**
The implementation of the NEW TRANSPORT POLICY with the development of the TRANS EUROPEAN NETWORK in TRANSPORT (TEN-T) shall play an important role: in the Economic – Environmental – Social – Competitive challenges that the European Union is facing.
Thank you for your attention and your invitation

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glogothetis@mnec.gr

Venice 9 December 2014