POSEIDON MED STAKEHOLDERS CONFERENCE
ATHENS, 19th NOVEMBER 2015

CONNECTING NATIONAL PORTS and MoS into the EUROPEAN CORRIDORS
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
MoS
Priority Axis No. 21

Source: TEN-T Executive Agency
## MoS Actions of Hellenic interest

<table>
<thead>
<tr>
<th>Action</th>
<th>Coordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorways of the Sea: “Elaboration of the East Mediterranean Motorways of the Sea Master Plan”</td>
<td>Hellenic Authorities</td>
</tr>
<tr>
<td>Sea2Sea: Developing a multimodal freight corridor to connect the Aegean to the Black Sea</td>
<td>Hellenic Authorities</td>
</tr>
<tr>
<td>Adriatic Motorways of the Sea (ADRIAMOS)</td>
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<tr>
<td>MONALISA 2.0</td>
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<tr>
<td>ANNA - Advanced National Networks for Administrations</td>
<td></td>
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<tr>
<td>MoS4MoS: Monitoring and Operation Services for Motorways of the Sea</td>
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<tr>
<td>TrainMos</td>
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<tr>
<td>Business to Motorways of the Sea</td>
<td></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>
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<tr>
<td>Total budget:</td>
<td>€4,000,000</td>
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<tr>
<td>Community contribution:</td>
<td>€2,000,000</td>
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</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>
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<tr>
<td>Implementation period:</td>
<td>February 2013 – December 2014</td>
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<tr>
<td>Total budget:</td>
<td>€1,500,000</td>
</tr>
<tr>
<td>Community contribution:</td>
<td>€750,000</td>
</tr>
</tbody>
</table>

Source: TEN-T Executive Agency
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

Adriatic Motorways of the Sea (ADRIAMOS)

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, Romania, 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
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
## Business to Motorways of the Sea

- **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

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**Source:** TEN-T Executive Agency
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
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 PATHe (PP22)
- Completion of sections of railway axis PATHe (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
Funding of Trans-European Networks
Programming Period 2014-2020

Total Budget CEF
29,94B€

TEN-T
23,55B€

TEN-E
5,35B€

TEN-C
1,04B€
Core Corridors and EU Member States

<table>
<thead>
<tr>
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<th>BE</th>
<th>BG</th>
<th>CZ</th>
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The 9 new “corridors” and their implementation

- An important innovation of the new guidelines for the TEN-T is the “9 corridors” in the core network.

- Each corridor should include all three ways of transport, three Member States and two border sections.

- The "corridor platform" is an administrative structure which will process and apply "corridor development plans" so that the works along a corridor in several Member States in various stages of progress converge effectively.

- In each "corridor platform" a European Coordinator has been appointed as president.
<table>
<thead>
<tr>
<th><strong>Horizontal Priorities</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Innovative Management &amp; Services</strong></td>
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<tr>
<td><strong>Innovative Management &amp; Services</strong></td>
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<tr>
<td><strong>Innovative Management &amp; Services</strong></td>
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</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)**
- 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.
# Funding rates of CEF

<table>
<thead>
<tr>
<th>Studies</th>
<th>50% of the eligible costs</th>
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</thead>
<tbody>
<tr>
<td>Studies</td>
<td>40% for cross-border sections railway networks</td>
</tr>
<tr>
<td>Works</td>
<td>30% for railway networks addressing bottlenecks</td>
</tr>
<tr>
<td>Works</td>
<td>20% for other railway networks</td>
</tr>
<tr>
<td>Works</td>
<td>20% in inland transport including connections to inland and maritime ports and airports</td>
</tr>
<tr>
<td>Works</td>
<td>20% for multimodal logistics platforms</td>
</tr>
<tr>
<td>Works</td>
<td>20% to reduce rail freight noise</td>
</tr>
<tr>
<td>Works</td>
<td>30% for better accessibility to transport infrastructure for disabled persons</td>
</tr>
<tr>
<td>Works</td>
<td>20% in new technologies and innovation for all modes of transport</td>
</tr>
<tr>
<td>Works</td>
<td>10% for actions in cross-border road sections</td>
</tr>
</tbody>
</table>
### Telematic applications

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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<tbody>
<tr>
<td>50% for land-based components of ERTMS, SESAR, RIS και VTMIS</td>
<td>50% for land-based components of ERTMS, SESAR, RIS και VTMIS</td>
</tr>
<tr>
<td>20% for land-based components of ITS for the road sector</td>
<td>20% for on-board components of the SESAR system, of RIS, of VTMIS and of ITS for the road sector</td>
</tr>
<tr>
<td>50% on-board components of ERTMS</td>
<td>30% for actions to support the development of motorways of the sea</td>
</tr>
<tr>
<td>20% for on-board components of the SESAR system, of RIS, of VTMIS and of ITS for the road sector</td>
<td>20% for actions to support the development of motorways of the sea, freight transport services and secure parkings on the road core network</td>
</tr>
</tbody>
</table>

**INVITATIONS ADDRESSED TO 14 MEMBER STATES OF THE COHESION FUND**

The rate follows the rules applicable to the Cohesion Fund, which for **Greece** is **85%**.

The EU reserves the right to approve subsidy rate with less than the requested
COORDINATION OF CEF AT NATIONAL LEVEL

(TRANSPORT-ENERGY-TELECOMMUNICATIONS)
## Responsibilities of EYSE

<table>
<thead>
<tr>
<th>Special Coordination Service for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representing Greece to the competent Community institutions, National Coordinator with the competent Directorate of the European Commission (DG MOVE / INEA).</td>
</tr>
<tr>
<td>Coordination - configuration - information on the actions / procedures for funding the Trans-European networks.</td>
</tr>
<tr>
<td>Publication of calls for proposals.</td>
</tr>
<tr>
<td>Providing guidance regarding the criteria, conditions, procedures for call of proposals, the annual budget available and the deadlines for their submissions.</td>
</tr>
<tr>
<td>Ensure timely submission of proposals to the European Commission.</td>
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<tr>
<td>Co-ordinate the implementation of operational and development programs, especially for their compatibility with national and EU policies.</td>
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<tr>
<td>Suggest measures for the effective implementation of the TEN-T projects and actions to accelerate them.</td>
</tr>
<tr>
<td>Adapting Management and Control Systems (SBS) for more effective implementation of the projects.</td>
</tr>
</tbody>
</table>
SUBMITTED / APPROVED PROPOSALS UNDER CEF CALLS
<table>
<thead>
<tr>
<th>Submitted proposals at CEF Transport Call 2014</th>
</tr>
</thead>
</table>
| **Multiannual Work Programme / Cohesion Envelope (14 member- states)**  
3 proposals of total budget of 748,82 M€ (518,16 M€ of co-financing) |
| **Multiannual Work Programme / 28 member- states**  
5 proposals of total budget of 24,97 M€ (12,48 M€ of co-financing) |
| **Annual Work Programme / 28 member- states**  
3 proposals of total budget of 11,00 M€ (5,5 M€ of co-financing) |
| **Proposals for which an approval has been given by the Ministry of Economy / 28 member- states**  
4 proposals of total budget of 48,15 M€ (19,35 M€ of co-financing) |
## Approved proposals

### CEF Transport Call / Cohesion Envelope

<table>
<thead>
<tr>
<th>PROPOSED ACTION</th>
<th>APPLICANT</th>
<th>IMPLEMENTING BODY</th>
<th>TOTAL COST</th>
<th>CEF FINANCIAL CONTRIBUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completion of the new double high speed, electrified, including GSM-R, railway line <strong>Tithorea – Lianokladi – Domokos</strong></td>
<td>Ministry of Economy, Development &amp; Tourism</td>
<td>ERGOSE</td>
<td>€444,287,780</td>
<td>€299,805,394</td>
</tr>
<tr>
<td>Construction of railway infrastructure in section <strong>Rododafni</strong> (Km 91,5) – <strong>Psathopirgos</strong> (Km 113) of the new railway line Athens – Patras</td>
<td>Ministry of Economy, Development &amp; Tourism</td>
<td>ERGOSE</td>
<td>€297,169,357</td>
<td>€212,089,770</td>
</tr>
</tbody>
</table>
# Approved proposals

<table>
<thead>
<tr>
<th>PROPOSED ACTION</th>
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</thead>
<tbody>
<tr>
<td>“New single railway line connecting Thessaloniki - Amphipolis -New Karvali with two-way signalling, tele-commanding and electrification” (Phase A' of studies)</td>
<td>Ministry of Economy, Infrastructure, Maritime Affairs &amp; Tourism</td>
<td>OSE</td>
<td>3.800.000 €</td>
<td>1.900.000 €</td>
</tr>
<tr>
<td>«Studies for the New Railway Line Toxotes Xanthi-Nea Karvali (Part of Rail Egnatia Corridor) and Connection with Kavala Freight Port (Philippos Port)- PHASE C»</td>
<td>Ministry of Economy, Infrastructure, Maritime Affairs &amp; Tourism</td>
<td>ERGOSE</td>
<td>2.000.000 €</td>
<td>1.000.000 €</td>
</tr>
<tr>
<td>Studies for the infrastructure upgrading on sections of Thessaloniki - Promachonas Railway Line (part of OEM Corridor), necessary for the installation of the electrification system</td>
<td>Ministry of Economy, Infrastructure, Maritime Affairs &amp; Tourism</td>
<td>ERGOSE</td>
<td>1.000.000 €</td>
<td>500.000 €</td>
</tr>
</tbody>
</table>
## Approved proposals

### CEF Transport Call / Member state agreement (1/2)

<table>
<thead>
<tr>
<th>PROPOSED ACTION</th>
<th>APPLICANT</th>
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<th>TOTAL COST</th>
<th>CEF FINANCIAL CONTRIBUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AF3 - Navigation Systems</td>
<td>ΥΠΑ</td>
<td>ΥΠΑ</td>
<td>11.586.000 €</td>
<td>5.793.000 €</td>
</tr>
<tr>
<td>I-HeERO</td>
<td>Ministry of Infrastructure, Transport &amp; Networks / Cosmote SA / G4S/ ICCS / Plt Metaforiki Apothikeutiki / Telematix S.A. / / E-trikala</td>
<td>Ministry of Infrastructure, Transport &amp; Networks (coordinator), Cosmote SA, G4S, ICCS, PLT, E-trikala</td>
<td>1.288.000 €</td>
<td>644.000 €</td>
</tr>
<tr>
<td>CROCODILE 2</td>
<td>Egnatia Odos SA/ Ministry of Infrastructure, Transport &amp; Networks</td>
<td>Ministry of Infrastructure, Transport &amp; Networks (coordinator), University of Patras, EKETA/IMET, Egnatia Odos SA, Technological Institute of Western Macedonia, ITS Hellas</td>
<td>822.000 €</td>
<td>164.400 €</td>
</tr>
</tbody>
</table>
# Approved proposals

## CEF Transport Call / Member state agreement (2/2)

<table>
<thead>
<tr>
<th>PROPOSED ACTION</th>
<th>APPLICANT</th>
<th>IMPLEMENTING BODY</th>
<th>TOTAL COST</th>
<th>CEF FINANCIAL CONTRIBUTION</th>
</tr>
</thead>
</table>
## Approved proposals at CEF Energy

**GASTRADE:**

Floating Storage and regasification Station

**DEPA:**

Floating Storage and regasification station

## Approved proposals at CEF Telecom

<table>
<thead>
<tr>
<th>Beneficiary</th>
<th>Maximum CEF Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safer Internet CEF-TC-2014-1 014</td>
<td>292,487 €</td>
</tr>
<tr>
<td>Hellenic Ministry of Interior and Administrative Reconstruction / UNIVERSITY OF PIRAEUS RESEARCH CENTER</td>
<td>150,000 €</td>
</tr>
</tbody>
</table>
HELLENIC PARTS
OF CORE NETWORK / CORRIDORS
<table>
<thead>
<tr>
<th>Ports of Core Network:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Modes of Core Network</strong></td>
</tr>
<tr>
<td>Igoumenitsa</td>
</tr>
</tbody>
</table>
| Patra | - 3rd section of phase A under construction- NSRF I)  
- Port Connection with PATHE & IONIA Motorway (to be completed by 2016 – NSRF I) |
| Piraeus | - Rail connection of the Port to Thriasio Pedio freight center & OEM corridor (completed)  
- Expansion of Freight port (private investment)  
- Construction of 3 piers for cruiser ships (construction begins in 2015-NSRF II) |
| Thessaloniki | Port connection with PATHE & Egnatia Motorway (construction begins 2015-NSRF II) |
| Heraklion | MoS Piraeus-Heraklion-Larnaka (to be studied – CEF) |
Port of Patras

Port of Igoumenitsa

Freight port of Piraeus
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 Thriassio 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.

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).

TITHOREA – LIANOKLADI

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

LIANOKLADI - DOMOKOS

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

CSF 1994-1999

CSF 2000-2006

NSRF 2007-2013

CEF 2014-2020

NEW RAILWAY LINE DOMOKOS - TITHOREA

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

**European Union is facing**
Thank you for your attention and your invitation

George N. Logothetis
Director of Special Coordinator Service of NSRF & CEF,
Ministry of Economy, Development and Tourism

glogothetis@mnec.gr