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SUBJECT : Greek position on the final report of the High Level Group for the extension of the major Trans European Transport Axes to the neighboring countries and regions – public consultation

We send you attached the Greek position regarding the public consultation on the final report of the High Level Group for the extension of the major Trans European Transport Axes to the neighboring countries and regions.

GENERAL DIRECTOR FOR  
TRANSPORT  
EVAGELIA TSAGA

**FINAL REPORT OF THE HIGH LEVEL GROUP FOR THE EXTENSION OF  
THE MAJOR TRANS EUROPEAN TRANSPORT AXES TO THE  
NEIGHBORING COUNTRIES AND REGIONS –  
PUBLIC CONSULTATION**

**GREEK POSITIONS**

Regarding the outcome of the High Level Group chaired by de Palacio, we are in total alignment with the five already identified axes as well as with the horizontal priorities dealt with in the report.

The involvement of the private sector in the financing of the axes and the horizontal measures can be considered a new way of funding, apart from the national funds, E.U. structural funds and international financing institutions that were used until recently. PPP schemes can be considered a good example of this practice and it is already applied in several member states with success.

For an efficient and effective project ensuring coherence and a strong coordination framework, a more binding document is necessary. More specifically, Energy Community Treaty could be extended to the transport sector.

Furthermore, the structure of the authorities responsible for implementing an Action Plan per axis, stemming from a Treaty or any other form of binding document – since it is not decided yet – should incorporate the existing structure of the Pan European Corridors. It is essential that we take advantage of the experience, know-how, the cumulative data and the studies that have already been realized in most sections of the new priority axes.

Thus, a proper mechanism for each priority axis should consist of :

- *a Steering Group*, responsible for coordinating the joint work according to the Binding Document, playing a political role
- *an Administrative Unit*, in between the Steering Group and the sectorial Technical Secretariats. It will support the first and coordinate the work of the later, while it will have a permanent structure in order to ensure continuity and effectiveness
- *Sectorial Technical Secretariats*, technical units responsible for the implementation of the Binding Document and consequently the Action Plan which will be decided by the Administrative Unit and approved by the Steering Group. Each Technical Secretariat will be responsible for a certain sector of the priority axis. In this stage, the existing Technical Secretariats of the Pan European Corridors could undertake this assignment when covering a relevant section. This proposal aims at economizing funds and valuable time and taking advantage of the existing studies and data which in most cases is very recent.

To this end, we believe that the integration of the existing structures of the Pan European Corridors, which has already been proved effective, in most cases, supported by a more binding legal instrument such as a Treaty or an Agreement would bring immediate results.