



GRUPE DE TRAVAIL
INTERCOMMISSION SUR LE RTE-T
TEN-T INTERCOMMISSION
WORKING GROUP



"TEN-T POLICY REVIEW"
Zaragoza (ES) 7 June 2010

MINUTES

OPENING SESSION

The Honourable **Mr Marcelino Iglesias**, as President of the Regional Government of Aragón and President of the CPMR Inter-Commission Working Group on the Trans-European Transport Network (TEN-T), opened the session by reminding those present of the key role a European transport policy plays and the importance of regions in order to overcome the current economic recession.

Mr Marcelino Iglesias then set out the political objectives to be pursued: ensure quality transport that is safe and efficient, rely on integrated networks in good condition, promote the Motorways of the Sea and guarantee sustainable transport systems which eliminate bottlenecks, and intermodal platforms, and encourage continued reflection on how to meet these objectives within the framework of the consultation initiated by the European Commission, as part of the wider context of drawing up a new Transport White Paper. Mr Iglesias concluded his speech with the PLAZA logistics platform and Priority Project 16, which includes the Central Pyrenean Crossing, as an example of a peripheral region, Aragón, which is working in order to obtain maximum return from its potential.

Mr Pedro García, Coordinator of the CPMR's Inter-Commission TEN-T Working Group, stressed the double objective of the Working Group: to analyse European policy relating to TEN-T and to draw up contribution proposals that allow the CPMR to make their voice heard regarding this question. The meetings held to date were outlined and the work calendar announced: by late July a contribution proposal will be ready for consultation by the Commission with the summer set aside for gathering all possible amendments. The deadline by which to submit contributions is 15 September 2010. The CPMR contribution to TEN-T will be presented to the Aberdeen General Assembly (29- 30 September - 1 October 2010).

Mr García said that the Working Group's next meeting will be held in the autumn of 2010, with a view to responding to EU developments. Finally, the agenda was presented for the day's meeting, which is divided into two sessions: the first session would explore the conceptual aspect of TEN-T, during which a working document drawn up by Emilio Larrodé, Professor of Transport at the University of Zaragoza would be presented, whilst the second session would focus on the Geographical Commissions providing their priorities for debate and outlining the work that they had undertaken. The conference would end with a speech by Inés Ayala, MEP and Member of the Transport Commission at the European Parliament.

SESSION 1: The TEN-T review, which conceptual approach?

Patrick Anvoin, the CPMR's Director of Transport, introduced and chaired the session which was dedicated to TEN-T's conceptual approach. He presented the conclusions of the six groups of experts concerning various aspects of the network policy review:

Group 1: Methodology

- A top-down approach to the core network and bottom-up approach to the comprehensive network. Multi-criteria analysis based on scientific models.
- A balance between traffic demand in central regions and peripheral accessibility.
- The first step in order to design the core network: determine the main transport hubs (cities, ports, airports and intermodal interface points).

Group 2: Integration of the general transport policy in the TEN-T

Here transport corridors (within a multi-modal perspective) are mentioned, as well as macro-regions. In terms of financing, variable fees will be necessary in order to implement the conceptual pillar. It will be necessary to adopt closer links with Member States.

Group 3: Technology

This group does not especially affect CPMR interests.

Group 4: Connect to third countries

We shall be returning to this matter with more input from the Geographic Commissions.

Group 5: Financing

There is a need for coordination between the TEN-T budget and Cohesion Policy funds.

Group 6: Legal aspects

Fusion of legal frameworks (orientation and financial regulation) into a single approach. It should be highlighted that this group of experts has stated that regional authorities be present at the planning and implementation stages of the process. Finally, European coordinators are to be given a more global focus.

Mr Anvoin also regretted that the Commission's working document does not mention the territorial dimension, maritime transport (including Motorways of the Sea), macro-regions or the objective of decarbonation of the sector. The questions proposed by the executive in this document are very open, meaning that the CPMR contribution to the consultation should focus on prioritising certain points above others and seeking an innovative approach.

Mr Emilio Larrodé, Professor of Transport at the University of Zaragoza, presented a technical working paper with a view to stimulating debate within the Inter-Commission Working Group. The document is divided into three parts:

1 - TEN-T concept and planning: outlining factors which have to be considered in order to progress toward a true concept of network that brings together the EU as a whole (such as the eradication of bottle necks, the development of inter-modality, connections with third countries etc). Mr Larrodé also highlighted the environment as a common question.

2 - Implementation and financing of the TEN-T: based on the implementation of networks, the document focuses on questioning on what ensures European added value to a project and how its

implementation can be improved. This highlights the role of European coordinators and improvements in governance. Referring to the challenge of financing, improved coordination of funds was proposed, with funds being concentrated on projects with high added value. Emphasis was also placed on the role of the private sector.

3 - Options for the development of existing instruments; in other words, the development of motorways of the sea and maritime transport, the development of rail corridors and the development of logistics.

Mr Helmut Adelsberger, Seconded National Expert, TEN-T's Planning Unit at the European Commission, thanked the Inter-Commission Working Group for their invitation and presented the evolution of TEN-T policy from its conception to the present day. The policy review began with the Green Paper in February 2009. Among the three options which were proposed there was general consensus in adopting the third option of a double level that includes both the overall and the central networks, covering a geographic network and supplementary and innovative action. Mr Adelsberger said that the proposed methodology was basically ready, although the maps were not. DG MOVE is currently seeking to develop the third option employing a top-down approach. Mr Adelsberger specified the characteristics of the core network, which should be global, consistent and multi-modal, should include all Member States and their principal hubs (cornerstones of the network that connect to the lines which, wherever possible, integrate intermodal hubs), as well as connecting with third countries. He went on to explain that the transport policy needs to be considered in the very long-term, bearing in mind the connections that are lacking and in full awareness of the level of financing required. As far as the calendar of the European Commission is concerned, he announced the adoption of the Transport White Paper, and guideline proposals for the first half of 2011 (April - May) to include maps, which needs to be submitted for approved by the Parliament and the Council. By way of example, Mr Adelsberger indicated that no great changes would be made to the 30 prioritised projects already underway.

The **CPMR North Sea Commission** outlined a number of questions such as macro-regions, green corridors, dry docks and Motorways of the Sea, stressing that it is necessary to carry out a full network analysis. The North Sea Commission also called for the European Union to speak with one voice.

Ms Inés Ayala, MEP and Member of the Transport Committee was critical of the bottom-up approach proposed by the European Commission, claiming it was insufficiently functional. She also highlighted the contradiction that exists with regard to governance. Indeed, in some cases, the bilateral nature of TEN-T agreements has proved to be an obstacle to regional interests and European added value.

Mr Patrick Anvroin asked the European Commission representative about the evolution of Motorways of the Sea and the inclusion of ports in TEN-T, and the date of the adoption of the Transport White Paper.

Mr Helmut Adelsberger, speaking in response to the CPMR North Sea Commission, indicated that cities of a certain size (*/- 800,000 inhabitants) and neighbouring countries will be considered as main hubs. For the moment, hubs cannot be included that result in overly long detours. As far as the bottom-up approach was concerned, he explained the need to take national interests into account. He finally explained that the overall network would form a part of the TEN-T, including peripheral regions. Motorways of the Sea, he said, form a part of the core network and that these were precisely the concept that he sought to extend: those which were an absolute necessity, were to be included within the main hubs.

SESSION 2: Towards a CPMR contribution to the geographic strand of the TEN-T

Mr Patrick Anvroin presented the second part of the seminar, indicating that, after the last meeting held in Gothenburg, during which the Geographical Commissions presented their interests, the aim of this session would be to bring certain priorities up to date and establish connections between them.

The CPMR **Atlantic Arc Commission** presented their work further to an initial analysis of the evolution of these networks. They highlighted the political impact of the Atlantic corridor, stressing the connection with ports and main transport hubs. As far as political priorities are concerned, the importance of access to territories was highlighted, along with ensuring a reduction in emissions and strengthening the position of companies, as well as shipping transit, safety and security and awareness of ecological catastrophes. The importance of international air transport was also stressed, as were the design and location of inter-modal hubs. Information was provided regarding the significant investment in rail connections, highlighting a number of projects of interest. The situation regarding certain regions described as "peripheral within peripheral regions" was also highlighted, excluded as they are from TEN-T planning, deemed to undermine territorial balance.

Mr Helmut Adelsberger stated that the core network connects the centre to the periphery. The priority of the European Commission focuses firstly on the conception of this core network, and subsequently, on strategic connections. He went on to underline the difficulty that exists in covering the whole territory.

The CPMR **Baltic Sea Commission** stressed the importance of cohesion and the advantages that this implies. The Commission said that more attention should be paid to European transport, with the global dimension taken more into account. As far as the implementation of the TEN-T is concerned, it indicated that bottlenecks could be greatly reduced and that advantage should be taken of existing projects. With regard to Motorways of the Sea, implementation through less bureaucratic channels should be prioritised.

The CPMR **North Sea Commission** re-stated their view that the EU executive should speak with the single voice. It deeply regretted the fact that subjects such as green corridors or short-distance shipping were not being dealt with.

The CPMR **Inter-Mediterranean Commission** presented a document resulting from the seminar held in Murcia in February 2010 on Transport and the Mediterranean, the conclusions of which might be extended to other CPMR Geographical Commissions. It proposed that the Inter-Commission Working Group's contribution to the TEN-T review takes advantage of the work carried out by the Geographical Commissions. As far as the presented document was concerned, special mention was made of the promotion of Mediterranean Arc ports, the development of a South-North axis and the development of inter-modality, among other aspects. Among the proposals put forward was the suggestion to ensure interoperability conditions, the inter-connectivity of hubs to TEN-T etc. The European Commission representative was asked what position peripheral areas would assume within the framework of transport networks and, more specifically, seaports.

Mr Helmut Adelsberger answered by saying that an on-going study is currently identifying relevant European ports which allow access to the network. He stated that from among 100 ports, around 40 would need to be chosen.

Within this context, **Mr Patrick Anvroin** announced an event to be organised by the CPMR regarding maritime transport to take place around April 2011.

Mr Anvroin presented the contribution supplied by the **CPMR Islands Commission** (not present at the meeting) which regretted the fact that no mention was made of peripheral regions or islands (explicitly mentioned in Article 170 of the Treaty). The TEN-T have also always benefited central regions, not peripheral regions. Mr Anvroin asked that the conclusions reached at meetings held in Bornholm and Madeira be taken on board.

The Aquamarina Group spoke of the need to reconcile the objectives between the concentration of high added value projects and territorial cohesion. As far as Motorways of the Sea and ports are concerned, The Aquamarina Group expressed their concern over how main ports are defined and highlighted the fact that secondary ports are not saturated and can in fact continue to expand their capacity, constituting an alternative for merchant and passenger shipping. It highlighted the need to ensure that there is coherence between land and sea-based transport through an inter-modal system. The importance of intelligent transport systems was also stressed, applied to ports in order to improve the logistics chain and reduce maritime transport emissions. As far as financing is concerned, a period of reflection was proposed to consider the economic model to be applied to Motorways of the Sea in order to see if financing is working. By way of example, the co-financing of ships to be considered a mobile infrastructure was proposed, as was the issuing of eco-bonds etc, and expressed scepticism as to the possible existence of a single financing fund.

Helmut Adelsberger explained that the more hubs that were chosen, the denser the core network would be. He also highlighted the commercial function of ports (with regard to their competition), and expressed the need for precaution. He underlined the idea that a core network is not an instrument of financing but of planning, the usefulness of which depends on knowing what is relevant from a European perspective.

The **CPMR North Sea Commission** outlined a series of principles which sought to define the geographical dimension: the integration of the periphery within the priorities of the future network, the opening of TEN-T to third countries, the implementation of prioritised projects in the North Sea region and the integration of Motorways of the Sea. Examples of other important corridors were put forward, such as the East-West Axis, from the Baltic Sea to the west of Denmark, the Nordic Triangle or the maritime link that connects the north of the UK to the north of Norway and Finland, and on to Russia. The strategic factor of connections with Russia was highlighted, with special mention made of cohesion and inter-modality.

Helmut Adelsberger recognised the interest of the information provided and stressed that the identification of connections shall be strictly within the framework of the European Union and not with third countries.

With regard to the contribution of the **CPMR North Sea Commission**, the **CPMR Baltic Sea Commission** indicated that north-eastern Europe can play an important part in improving Europe-Asia transport. The **CPMR Baltic Sea Commission** outlined the importance of maintaining the debate regarding hubs, given the EC interest in not only connecting European capitals but also in linking EU countries (for example: resolve the problem of differing rail gauges). The importance of green corridors was reiterated, as was taking into account macro-regional strategies.

Patrick Anvroin brought this second session to a close by stating that the content of these observations would be borne in mind by the CPMR.

CLOSING SESSION

Inés Ayala, MEP and Member of the Transport Committee, presented the priorities from the European Parliament's perspective. She stressed the role of ports and the challenges that face them. She said she was committed to innovation and the technology required for their modernisation. The final objective is to increase boat and rail transport quotas. She also highlighted the opening up of ports and relationships with third countries. Ms Ayala went on to say that the recent eruption of the Icelandic volcano had underlined the need for alternative transport networks. She also stressed the fundamental aspect of territorial cohesion. She continued by outlining the most important challenges which need to be tackled: financing and governance. She said that we are at a key moment to create policy and to involve ourselves in political processes, encouraging the CPMR to continue to lobby in order to ensure that political decisions meet, as far as possible, specific needs. She brought her speech to a close by stressing that the time has come to participate in the TEN-T review process.

Simón Casas, Director General of Transport for the Regional Government of Aragón, closed the meeting by thanking those present for their participation and reiterating the importance of the meeting. He concluded by saying that the best way to advance in matters relating to transport was to strive to improve communications and bring together disparate abilities.