

## TRANSPORT WORK GROUP OF THE INTERMEDITERRANEAN COMMISSION

Genoa, 3rd June 2008

### MEETING MINUTE

#### PARTICIPANTS

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Marco Rolandi (MR), from the section for Community Affairs and International Relations of the Region of Liguria opens the meeting thanking the participants and the Group of Transports for their attendance to the Genoa meeting.

Likewise, Ignacio Álvarez-Ossorio (IAO), as Group Coordinator, welcomes all the attendants and highlights the points of the meeting's agenda.

## PROCESS OF REVISION OF THE TEN-T IN THE EUROPEAN COMMISSION

IAO presents the steps to follow in the process of conveying the group's TEN-T ideas on to the Directorate-General for Transport and Energy (DG TREN)

Guillermo Vilana (GV), from the Region of Andalusia, presents the highlighted contents to be forwarded on to the DG TREN, which were distributed before the meeting (see presentation).

There is then a debate among those attending, to clarify the contents, initiated by Phillippe Cichowlaz (PC), the Executive Secretary of the Inter-Mediterranean Commission of the CPMR, aimed at the difficulty of introducing these criteria of cohesion into the definition of the TEN-T.

IAO then reads out a communiqué, forwarded by the Region of Catalonia commenting on the preliminary document.

The remarks stated during the debate are summarised as follows:

The Regions agree on the major points included in the preliminary document, but include further additional comments to be added in the final document:

1. The **design criteria** for the TEN-T must **not only include economic aspects**, but also those associated to **cohesion** or sustainability,
  - The difference between the infrastructures in central and peripheral regions will increase and further worsen the situation if we don't introduce criteria concerning cohesion into the definition of the TEN-T
  - The criteria we define must contribute towards reducing this difference
  - The criteria for cohesion will contribute to balance the traffic distribution between central and peripheral areas
  - We must promote this approach by means of our influence
2. The **funding criteria** could include additional nuances aside from the design criteria
  - The most sensible is that the criteria should be the same
  - In case an infrastructure was justified solely by its criteria of cohesion, it could be partially funded by the structural funds
3. The **priorities are different among Regions**, but we reached a general consensus for the general definitions
4. It is necessary to emphasize the priorities concerning the **multimodal axis and the cross-border connexions**
5. As a tactical approach, we can **drive sustainability criteria** that benefit the Mediterranean Regions

>>> COFFEE BREAK

## **PRESENTATION OF AIRPORT TRANSPORT**

After the break, the airport presentation for the region of Murcia is brought forward in the Agenda (see presentation)

Alberto Palomo (AP), from the Region of Murcia, presents his views on airport transport.

AP is congratulated for his efforts in the preparation of his presentation for the working group.

GV highlights the large quantity of resources the Regions must allocate to undertake the thorough and ambitious analysis proposed by AP.

Further comments are put forward in reference to a comparatively constrained but similar study carried out for the Atlantic Arc of the CRPM, which has been stopped for some months waiting for the concretion of the contribution of those regions interested in its funding.

After a debate, AP is requested to adapt the scope of the study to general issues of interest for all the Regions – such as the effect of the Commission's new policies (Low Cost, Single European Sky) for the sector's development strategies, following the example of the Atlantic Arc.

## **APPROVAL OF THE GROUP'S CONTRIBUTION TO THE REVISION OF THE TEN-T**

Javier Jardón (JJ), for the technical assistance team of the Region of Andalusia, presents a summary of the commentaries exposed during the previous debate (see commentaries in the previous box). These are to be incorporated into the preliminary document.

MR asks for the clarification of the reach/scope of the first commentaries concerning the "Cohesion of peripheral Regions" criteria included in the preliminary document.

At this stage of the meeting, the debate gravitates over the great interest shown by the peripheral regions in the economic development of non-EU countries they share borders with, thus boosting the development of the TEN-T to the **extremes** of the Mediterranean. This economic boost must be carried out by means of the introduction of a series of measures to reduce the competitiveness of the peripheral regions, compared to these third party countries. The participants agree to revise the redaction of these points to convey this message more clearly.

>>>LUNCH BREAK

## **STRATEGIC PROJECT TO “ENHANCE THE LOCATION OF MEDITERRANEAN PORTS AS A GATEWAY TO EUROPE”**

Zeno D'Agostino (ZDA), from the Region of Campania, introduces this session by presenting the points to be discussed, such as the scope of the project, participation models, budget, phases...)

Then, Nadia Di Paola (NDP), from the Region of Campania, presents the outlines of the project and the specific details of the three selected pilot tests (see presentation).

IAO then asks for an extension of the scope of the project, not only for the Motorways of the Sea but also for Short Sea Shipping (SSS).

MR says he expects the project to find funding without problems. He indicates that it would be desirable to place a limit on the number of participants up to a maximum of 10, so different types of involvement could be chosen (leader, partner, participant,) in one or more projects. He poses that the tender to contract the works, or at least its specifications for the announcement should be ready by the end of the year.

IAO requests an approximation of the project's budget to be able to include it in his cost planning and asks if the leadership for each project is already decided.

ZDA, in regard to the budget, proposes the dispatch of additional documentation within the following weeks; and in reference to the leadership, he comments that they are open to proposals and that Campania is highly interested in leading the Customs pilot test. No other alternatives are proposed.

PC, indicates that for the project to be considered strategic, the participation of a greater number of countries is required. In light of this, he points out the necessity of involving the regions of Greece, Malta or Portugal in some of the pilot tests.

PC then stresses the convenience of identifying the link between what the results of this project are to be and what the countries are already carrying out.

NDP offers to distribute a printed version of the document used for the presentation.

Over the following weeks, the Region of Campania is to distribute additional documentation concerning the project.

## **STATEMENT OF THE TRANSPORT POLICIES IN THE MEDITERRANEAN**

IAO presents the contents included in the preliminary document in reference to transport policies, which was distributed prior to the meeting (see presentation).

IAO mentions he previously discussed with PC the convenience of adapting the document's style to a more policy-oriented redaction, and he offers to help in this direction. He then stresses that the group's discussion must focus on the presented contents and that the revision of the redaction will be carried out later on.

PC replies that the policy declaration will be presented in late October in Marseille and it will have a main body and four areas (maritime, agriculture, territorial cohesion and transport). For each of these, 2 or 3 emphasizing 'strong messages' will be designed, but there is no clear consensus on what the message for the transport areas should be. He then projects on screen a document as a sample declaration, which he subsequently comments upon.

After this, he presents the previously distributed work document.

ZDA suggests extending the references to the ports; so as to also include interior logistics platforms, which aid the ports and communicate them with the major transport networks.

Ricardo Mollo, RM, then shows interest in the Italian experience, by means of an eco-bonus, to strengthen sea transport (Ro-Ro), to lighten land traffic.

Pablo Palomo, PP, of the Region of Valencia, debates with IAO on what would be the effect of an eco-bonus in the Iberian Peninsula. They conclude by stating that this tool would lighten road traffic from the north of Africa to Andalusia, as it would be carried out by sea to the north of the peninsula. IAO says that this would go against the interests of Andalusia as the region would cease to operate a road traffic reporting no saturation.

PC concludes by stressing the need of revising the redaction of the note prior to the end of the week or by Monday at the latest, and re-send it to all the regions for approval.

## **WORKING GROUP UPCOMING ACTIVITIES**

IAO mentions the convenience of calling a next meeting of the working group in October.

This new meeting would last 2 days and would be as follows:

- 1- On the first day a meeting of the working group would be held, and would deal with three major issues:
  - Proposal for the scope of a study for airport transport to be developed for the Region of Murcia,

- Advance in the strategic development project to be led by the Region of Campania,
  - Result of the group's contribution to the revision of the TEN-T.
- 2- On the second day, a seminar would take place to cover broader terms linked with logistics and transport, but it is still to be detailed.

A suitable size for the meeting hall must be defined, to accommodate around 15 people during the working group meetings and 50 for the seminar programmed for the second day.

The regions of Tuscany and PACA have committed to analyse their availability to host the group's upcoming meeting. They are to announce their decision over the next few days after weighing this possibility together with their working groups.

The following stages and periods are agreed:

- 1- In the coming days: elaboration and distribution of the meeting's minute (JJ)
- 2- In the coming days: distribution of the updated document under the TEN-T's definition criteria (IAO y JJ),
- 3- In the coming days: distribution of the presentation of the strategic project (NDP),
- 4- In the next weeks: distribution of additional documentation concerning the strategic project (Campania)
- 5- In the coming days: revision of the redaction and distribution of the document regarding transport policies (PC and IAO),
- 6- In the coming days: The regions of Tuscany and PACA are to confirm their availability to host the upcoming meeting.

IAO concludes the work meeting by thanking the Regions present, and especially the Region of Liguria, for their hospitality and for their efforts organising the meeting.