

## TRANSPORT WORK GROUP OF THE INTERMEDITERRANEAN COMMISSION

Seville, January 17, 2008

### MEETING MINUTES

#### PARTICIPANTS

|                      |                                  |   |
|----------------------|----------------------------------|---|
| CATALONIA            | María José del Blanco            | Department of Territorial Policy and Public Works. Generalitat de Catalunya |
| COMUNIDAD VALENCIANA | Vicente Cerdá García de Leonardo | FEPORIS (Port Institute of Studies and Cooperation)                         |
| BALEARICS            | Javier Sánchez Rodríguez         | General Department of Air and Maritime Transport                            |
| MURCIA               | Alejandro Fernández Bohajar      | Autonomous Community of Murcia. General Department of Transport and Roads   |
| CAMPANIA             | Nadia Di Paola                   | LOGICA – CAMPANIA AGENCY FOR LOGISTICS AND FREIGHT TRANSPORT PROMOTION      |
| SICILY               | Piero Di Maggio                  | Presidenza Regione Siciliana  |
| SICILY               | Antonio Grasso                   | Transport Department  |
| CRETE                | Maria Tikmanidi                  | Region of Crete   |
| CRPM                 | Phillippe Cichowlaz              | CRPM  |
| ANDALUSIA            | Montserrat Badía Belmonte        | Public Ports Agency of Andalusia  |
| ANDALUSIA            | Carmen María González Oliver     | General Planning Department. Ministry of Public Works and Transport.        |
| ANDALUSIA            | Ignacio Álvarez-Ossorio Ramos    | Public Ports Agency of Andalusia  |
| ANDALUSIA            | Guillermo Vilana Espejo          | Public Ports Agency of Andalusia  |
| ANDALUSIA            | Begoña Abaurrea Castro           | Public Ports Agency of Andalusia  |
| ANDALUSIA            | Nicolás Martínez Andi6n          | Port Authority of the Bay of Algeciras                                      |
|                      | Javier Jard6n                    | ALG (Technical Assistance of the Public Ports Agency of Andalusia)          |

Montserrat Badía Belmonte, manager of the Public Ports Agency of Andalusia, opens the meeting and welcomes those present and thanks the Transport Group for their decision to hold the meeting in Seville.

Ignacio Álvarez-Ossorio (IAO), as Group Coordinator also welcomes those present at the meeting and then highlights the matters to be discussed. The main objective of the meeting is to relaunch the work group specifying the tasks to be undertaken during the forthcoming year.

## **OBJECTIVES OF THE WORK GROUP**

Presentation by Phillippe Cichowlaz (PC), Executive Secretary of the InterMediterranean Commission.

The presentation did not include any new documentation, the general lines of the discussion are summarised below:

There are three main topics of interest for the CRPM at policy level:

1. Future of the European transport policy. Relationship between European public aid and transport. Planned evolution of the European regulation to the sector. Future of the trans-European networks and each mode of transport.
2. Policy of cooperation and association, Executive Committee that it will be held in Barcelona on January 25 . "Of the Barcelona declaration of 1995 to the EuroMediterranean association post 2013"
3. At present, there are three large programmes under development:
  - MED programme, of transnational Mediterranean cooperation provided with 250 M€. With the objectives of improved competition for space to ensure growth and employment for future generations (Lisbon strategy); and the promotion of territorial cohesion and environmental protection in a logic of sustainable development (Gothenburg strategy).
  - ENPI-CBC Programme (European Neighbourhood Policy Instrument – Cross Border Cooperation); 172 M€, of cooperation with third-party border countries, 2007-2013
  - Collaboration programme of the entire Mediterranean area, of interior policy within each country, provided with 350 M€ (emigration,... and transport), 2008-2010

IAO, asks all attendants to introduce themselves briefly; and announces that the Region of Andalusia has contracted an external consultant, ALG, to give technical assistance to the work group at meetings.

The assistants introduce themselves.

## **COMMUNITY SITUATION**

Review by Javier Jardón (JJ) of Technical Assistance of the work group, of a document on the current Community situation within the scope of transport. He announces the commitment to present these summaries at the beginning of each group meeting.

## **CHALLENGES OF THE MEDITERRANEAN PORTS ON THE MARGIN OF LARGE TRAFFIC FLOWS**

Presentation by Ignacio Álvarez-Ossorio (IAO), Coordinator of the transport work group.

Antonio Grasso (AG) of the Region of Sicily, highlights that the presentation has not included some Mediterranean, European and North African ports, as well as the Romanian port of Constanza, on various maps presented.

IAO, replies that it was not intentional to eliminate Italian ports and that although they are not drawn in due to the limited detail on some maps, they were outlined on others and also cited in the text.

JJ adds that although he considers the relation with Bulgarian and Romanian ports to be of great interest, they were only highlighted in the presentation of Mediterranean Sea ports.

PC, redirects the debate reflecting on the convenience of public subsidies for the promotion of the Shipping Lanes (SL), when 80% of this traffic is controlled by large private international operators.

Maria Tikmanidi (MT) from the Crete Region, adds that she considers the concept of "green corridors" to be contradictory, as the increased traffic of container ships in the large volume lanes will without doubt increase pollution of the seas.

PC, comments that these challenges set forth do not just concern transport but territorial cohesion. He proposes that we ask that work group to present their vision at some time.

Regarding the convenience of subsidising private operators, IAO indicates that Tánger-Med is a strong competitor of the port of the Bay of Algeciras, and that it is not an initiative of private operators but has been promoted by the State of Morocco. On the other hand, he comments that although the Commission has not favoured any port, the SL subsidy documents already point towards current principle hubs, wherefore he shall elaborate on the differences between large and small ports. Additionally, the definition process of the SLs has already passed, now the focus should be on taking advantage of the model that has been decided to give value to the Regions. He indicates that, for example, the ports of North Africa do not want to go to Southern Spain to continue by road, but the larger hubs further north, as there are high volume lines between Genoa-

Barcelona-Tangiers. To counteract this tendency efforts are being made to create logistic zones linked to the ports to promote activity.

Nadia Di Paola (NDP), of the Campania Region, highlights that the subsidy documents are directed at promoting that already in operation, which will make the differences greater. However, the large ports form part of a system that feeds many subsystems, connecting the regions with the international market. The geographical position of the ports is also strategic.

With regard to the regarding the White Transport Book, Piero Di Maggio (PDM) of the Region of Sicily, indicates that it is advisable to submit to the Commission, in a seminar organised by the CRPM, a document that proposes the role of SLs for the large islands (Crete, Sicily,...).

PC, indicates that a document could be sent in June; this group could draft a contribution on territorial cohesion. He reflects that the relation between transport and economic development is well known but that perhaps it would not be good to have more transport in the future.

IAO, outlines that transport in transit does not give added net value to the regions. What must be achieved is "to open containers" and carry out logistical operations on the cargo.

NDP, adds that the added value does not come from the transport but from the logistics. In Campania they are working on dry ports and logistical platforms.

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

Presentation by Nadia Di Paola (NDP), of the Campania Region.

MT states that the project seems very interesting and asks how the port management model functions in Italy.

NDP explains this function, which is based on Port Authorities as is the case in Greece and comments that for the purposes of the project it is also necessary to involve other organisations.

Nicolás Martínez (NM), of the Port Authority of the Bay of Algeciras, asks whether it would be interesting to progress in the implantation of the sole Administrative window.

NDP, responds that it is in fact critical, as the efficiency of the port is limited, for example the opening hours of the customs.

PC, asks three questions: if there is any specific interest on topics to develop, with regard to when he talks of association between State and Region, and which would be the methodology to participate in the project.

NDP, directs him to hw presentation to identify the objectives, showing them on screen. She outlines that they shall follow the rules of the MED, and that as methodology she shall move first from past generic topics to an implantation with pilots on specific topics.

PDM, asks what is the minimum contribution to participate in the strategic project.

NDP, explains that each of the three regions has identified a study to develop, but that the budget is still not set. The rest of the countries do not have their own budget and that can distort the project.

Alejandro Fernández (AF), of the Murcia Region, indicates that the development of the SLs is very interesting, but asks how regions further afield can participate.

IAO, considers that if there are many partners and some have more interest than other in the SLs, it would be necessary to find a pilot for them.

PC, states that the project is fantastic and proposes to resolve some relevant matters: (1) limited period to decide on participation, (2) if political support is necessary, and (3) what would be the methodology for new studies, perhaps it is not necessary for everyone to be involved because if an immense project is created it will be unmanageable.

MT, agrees with PC, and asks if he has any information on the MED project.

PC says no and that he has no relation with them.

MT, believes that it is interesting to arrange a seminar to obtain that information.

Guillermo Vilana (GV), of the Andalusia Region, indicates that there are already many subjects of improved efficiency in the Commission and asks what the Regions could contribute.

PDM agrees. He comments that no one has said what is considered as a strategic project, for example with regard to Regions or participations, although he specifies that the limit is 3-5 M€. Therefore, he believes that they could take part of the themes of the MED to the ENPI, that implements relations with neighbouring countries.

IAO, replies that it seems a good idea to divide it, given that there are matters that concern some and not others. In the short-term he believes that it is necessary to draft a document that describes the contents and indicates the budgets, taking into account that according to the amounts payable, the internal processing of each Administration can be more or less complicated. He highlights that conflicting interests could arise between partners on some matters.

PC, comments that 47 Regions participate in the InterMediterranean Commission, and that it would be unmanageable for all to participate; and asks what would be a suitable number of partners.

NDP, believe that ten would be the approximate number, as more participants would make it unmanageable. It would be better if there was diversity between them, avoiding many from a single country. He shares the idea that the projects can be subdivided, so that they can be staggered in time or even turn to different sources. With regard to the information available he comments that there are many advanced documents and undertakes to distribute them. He believes that drafting the budget will be complicated and will require a general evaluation and then division of the cost among the Regions; therefore, for the time being that each Region assumes the costs of the study that it has proposed. Finally, he highlights that if many Regions expressed an interest, they would have to choose or perhaps divide the tasks into modules. That arising from the scope of the Regions must be discussed at a higher level.

IAO, comments that a document must be drafted urgently and that can be sent formally, containing: the description of the actions, the approximate budget for action and the part that each partner must pay. With this information, a response can be established and a meeting arranged between the potential partners.

The great interest of those involved in the strategic project has lengthened the debate, leading to delays in the meeting. Therefore it is decided to disregard the discussion on the participation of the work group in public consultations on "Shipping Lanes" and "European Space without borders for maritime transport", with IAO encouraging the Regions to participate individually in said consultations, whose description has been included in the material distributed prior to the meeting.

## **RESULTS FROM THE QUESTIONNAIRE ON THE LINES OF PRIORITY ACTION AND PROPOSAL OF SPECIFIC ACTIVITIES TO BE STARTED BY THE TRANSPORT GROUP**

Presentation by Guillermo Vilana (GV), of the Andalusia Region.

IAO, outlines that it is necessary to specify 2 or 3 matters of the proposals to be developed by the group during the forthcoming year.

GV, adds that if it is decided to commission an external study, it will also be necessary to study its financing. Equally, he highlights the convenience of greater possible participation of the regions in these consultancy processes, so that the Work Group develops those matters of greatest interest.

IAO, considers that many things have already been done within the maritime scope and that perhaps it would be interesting to compile regional experiences on Shipping Lanes, to analysis their possible evolution. Also, it may be interesting to learn of successful experiences from medium-sized ports that have developed around logistical activities. The process to follow could be for 3 or 4 regions to work on the contents and send the documentation, which would be discussed at the next group meeting. Equally, it is necessary to carry out proposals on the future of these medium-size ports within the context of Europe. All this is sufficiently relevant to present at a forum that permits wide participation, debate and reflection, wherefore the need to hold a Seminar is agreed.

The following stages and periods are agreed:

- 1- Proposal of the regions on the contents that they could provide with their experiences in this scope (Shipping Lanes, development of medium ports around logistical activities), at the end of February
- 2- First draft of the ideas developed, at the end of April. Proposal of the Regions on who could present these experiences at the Seminar
- 3- Second draft further developed, in May
- 4- Seminar in June

IAO, comments that it is necessary to specify the details of the forthcoming meeting of the work group. In this sense, he outlines that they have already held two meetings/seminars in Spain and one in Italy, wherefore it would be interesting to give the opportunity to a Region of a different country to host the next meeting.

Maria Tikmanidi, of the Crete region, only Region of a different country present at the meeting, offers to host the next meeting once she has verified with her Organization. The next Transport Group meeting as Seminar in Crete Region is agreed for June 25 and 26.

AF, comments that the airport scope is currently of great interest for the Murcia Region, both from the political and transport points of view, and that they have a lot of information that they could present.

At this moment and regarding that expressed by AF, IAO proposes to hold a meeting on the day before the Seminar in June, at which a draft document may be presented on the direction of a possible regional air transport study in the Mediterranean and to offer it to the other regions. A draft that can be prepared jointly between the TG coordinators with contributions from the Murcia region.

PDM, outlines that the Sicily Region also has relevant experience on this matter, which they could present next year.

IAO and PC conclude the work meeting, thanking the Regions present and stating their satisfaction at the steps made. The event is closed with a meal offered to all participants.