



Meeting of the IMC TRANSPORT Working Group Murcia (Spain) 27 January 2014

Participants

Bruno D. Oliver, Director Fundacion Transpirenaica, Aragón

D. Saki Aciman, Head of International Cooperation of the Ministry of Infrastructure and Mobility of the Generalitat of Catalonia

Jaime Pallarol, Head of Logistics and Intermodal de la Generalitat Valenciana

D. Juan Jose Fornes, Official, Directorate General of Ports and Airports in Baleares

D. Marco Pisano, Engineer, Department of Transports in the Region of Sardinia

Guillaume D. Moreno, Transport Policy Officer in the CPMR.

D. Simone Sarti, Official, Department Mobility and Logistics, Toscana (by skype)

José García García, Advisor to the Minister of Public Works of the Region of Murcia

Ms. Mercedes Gallego, EU Adviser, Directorate General of EU and External Relations, Region of Murcia

MEETING SUMMARY

1 -. Presentation of the prospects for the Mediterranean regions in the new TEN-T, Guillaume Moreno, CPMR Transport Policy Officer.

It was reported that DG MOVE has posted a preview of projects by corridors and countries that would have priority funding of MIE, and a possible distribution of funds, as a guide for the Work Programmes.

Also the existence of a GIS (geographic information system), which allows the deployment of the maps of the TEN-T, with georeferenced information of sufficient detail.

Regarding the governance of corridors, it was reported that there will be a coordinator for each corridor, a Platform (consultative Forum) and an Action Plan, to be developed by a Technical Consortium for each corridor.

Consortiums will propose the participation of the various stakeholders in the consultative forum of the corridor to the Coordinator and the Member States, but finally Member States will agree on the composition of the Forum for their part of Corridor.

The Forum is the level in which the participation of the regions in the Work Programme of the corridor can be ensured. In this program will be defined the requirements, actions to be developed, the necessary resources and a timetable of action for the coordinated development of infrastructure and transport services.

The Coordinator must submit a report on an annual basis on the progress made in each corridor of the core network.

All consortia are already selected by the Commission.

The participants expressed its concern in this regard, because the procedure followed by the European Commission for the allocation of the Consortiums was unknown.

There has been no call for proposals by the Commission, and one of the priorities for the regions is to ensure their participation in these forums, that are supposed to be really an interactive forum between the Commission and states.

It is necessary to analyze and propose within the CPMR which will be the mechanism of participation of regions in Forums of the corridors. The participation of CPMR Geographical Commissions in various forums will facilitate the coordination of proposals. In that vein, the CIM would be ready to play the role it deserves, bringing together the full Mediterranean corridor and other corridors with incidence in Mediterranean regions.

Is also necessary to consider the participation of the regions in the working groups that could lead the European coordinators, by subject.

2 -. Rating by member regions.

- Aragon expresses its concern at the central branch of the Mediterranean Corridor, between Zaragoza and Barcelona, in which there are two possibilities, one for the north via Lleida and another in the South via Caspe. Given that in the global network appears a third axis across the Pyrenees, it should be reconsidered the Zaragoza-Barcelona option for the north.
- Catalonia: Since the Regulation has already been approved and it can not be changed, this would be a topic to be raised in the Forum.
- Valencia believes that is ok like it is, as there are significant goods traffic between Zaragoza for Tarragona, Tarragona is first order petrochemical and industrial hub and must be connected directly.
- Catalonia: Believes that it is a technical matter: where there are doubts, will be the forum who says if we have to insist more on one side or the other.
- Murcia: the Region of Murcia is interested in the connection through Tarragona, because of the importance of Tarragona Port in freight traffic, and also because in Tarragona is planned the connection of the high speed of the Mediterranean corridor
- Catalonia highlights that it is of great interest that for the regions to have an active role in the Forums, because together with the Commission, Forums will give authority to what is being doing to overcome the criticism that everything is done among Commission and Member States.
- Furthermore, it is very important opportunity to ensure an appropriate representation of the CIM in Forums of the corridors

The Italian regions of Sardinia and Tuscany believe that the maritime dimension of the Mediterranean Corridor has not been adequately addressed, despite the new scope given to the Motorways of the Sea in the TEN-T.

- Sardinia: Shows interest in participating in this working group of the CIM. For its insular character, is keen for opportunities to improve links with Europe and Africa and the urgency of investment in industrial logistics around the port of Cagliari, with significant land reserve in its hinterland, and the creation of routes or regular lines for tourism development. Its contribution will try to give support for proposing joint projects

that will improve the maritime dimension of the Mediterranean corridor.

- It is not enough the direct inclusion in the list of actions of the MoS corridor existing between Barcelona / Valencia / Livorno, as far as considered necessary to include the maritime-land connection Ionian-Adriatic: Livorno/Pisa-Grosseto-Siena- Arezo-Ancona which enables a new link with the Croatian ports of the Balkans.
- In this regard, insists on the support of the CPMR and all possible stakeholders to this proposal in the Forum of the Corridor.
- In the debate, it became clear that in the logic of the Commission and in the co-decision stage there was no place for a corridor like the corridor proposed by Tuscany because it gave rise to the emergence of many more.

Having regard to the list of maritime connections incorporated in the corridors it was noted that these connections relate to MoS already in service.

At the request of Sardinia It was also deepened on the Motorways of the Sea: the new philosophy of the TEN-T is that in any port can be established a MoS. It has been chosen to identify maritime nodes (ports of the core network) that will be prioritized, but that does not exclude that MoS exist between other ports, whether core or not, and even with a third country ports.

The activities that can also be integrated in the Motorways of the Sea, and projects of common interest which would be financed in the MIE, has also been expanded.

Murcia: is satisfied with the TEN-T, but we will see in the next revision if something else can be obtained in connection with the requested in the context of the CIM. We will see when starting the work plan, some specific issues of the Mediterranean corridor, how it will be developed this rail corridor, which need clarification, such as the specialization of traffics or connectivity solutions and elimination of bottle necks.

Specific actions proposed by the CIM regions that have not been considered in the new framework of the TEN-T, or have not been incorporated into the core network and remain in the global network, with very few possibilities for obtaining European funds.

- They would be proposals to be made in the context of the CPMR for the mid-term review of the TEN-T.

- First it would be necessary to revise the methodology, and as indicated by the CPMR (AG Saint-Malo 26/27 septiembre 2013) give high priority to relationships with the peripheries and with each other.

- It became evident the need to address immediately some bottlenecks or needs for improving internal connectivity:

- The rail interoperability in the Spanish regions of the Mediterranean corridor.

- The high-speed connection and the freight corridor of the Iberian Peninsula with France, with the final and complete scheduling of the LGV between Perpignan and Montpellier.

- The extension of the Mediterranean corridor to Andalusia.

- The completion of development projects of the railway corridor that will allow the removal of bottlenecks and traffic specialization.

- The tunnel through Valencia, and Murcia southern ring.

- The continuity of the high speed line in the Mediterranean corridor that will allow the liberalization of the conventional line for freight traffic: section Valencia-Tarragona-Castellon, Murcia-Monforte Connection and Third Way Tarragona-Barcelona and Murcia-Cartagena-Lorca.

3 - Presentation of the Proposal for the Implementation of the Action Plan. José García, Advisor to the Minister of Public Works of the Region of Murcia, submitting Proposal (Annex 1)

In the debate following the presentation the following ideas were raised:

- We need to be ambitious but concentrate on a few topics.

- We have to participate with full force in Forums

- The group should focus on ensuring the effective regional presence directly and CIM / CPMR in the governance of the corridors and sharing and debate on which must be the priorities of the different corridors involving the member regions CIM.

- To do this, we need to open a debate on the priorities of each region and give the advice on issues of international character as the

Spain-France rail link focused in the French regions of Languedoc-Roussillon.

- Provide information and analysis of all the Mediterranean regions to the prioritization and implementation of the sections of the Mediterranean corridor or any other affecting them.
- Frequent meetings on single topics are also proposed and define a general strategy that can move to a country and regional strategy.
- Despite its importance, not only focus in the infrastructure priorities of the Regions but also in the aspects of MANAGEMENT of the Corridors and common regulatory systems. Focus our work capacity on issues of global interest.
- The need to strengthen the ability to find a joint position of the CIM. A participative methodology bottom up, knowing the priorities of each region and making greater joint strength over international issues, such as interoperability in Spain or the Spain-France rail connectivity.
- For management issues and lobby at EU level is necessary to have a consensus with French regions.

4 - Working Scheme

To realize these ideas the following scheme is proposed:

- 1 -. General topics on TEN-T monitoring and governance of corridors.
- 2 - Mediterranean corridor and other corridors with impact CIM.

Proposal for a common regional strategy that allows appropriate infrastructure of the corridor and an outline of work valid for all, for the optimal logistic structure of the corridor.

3 - Motorways of the Sea

Development of Mediterranean MoS.

4 -. Sustainable Maritime Transport.

- Environmental approach: Monitoring sulfur Directive, CO2 emissions, blue belt, etc.. Participation in the European Sustainable Shipping Forum.
- Improvement of the Mediterranean ports system.
As part of the Motorways of the Sea and the new EC Regulation on ports.

- Exchange of information on requirements for land and sea connections to ports, improvements of intermodality and to maritime passenger transport facilities and nautical tourism.

. 5 - Other: Cooperation MED Programs.

5 - Working Methodology

Given the lack of mean, it is not considered necessary the creation of sub-groups, but with a common methodology each region will provide the information and analysis needed for periodic meetings, proposed every 3 months.

The Region of Murcia, as a leading region of the working group, will assign the lines of work to other regions, by extending the participation of non-attendees regions.

6 - Upcoming meetings on transport issues within CPMR and how to participate in them as CIM Transport Group.

Members of the Working Group were informed of the next meeting of the CPMR Political Buro to be held in Leiden (Netherlands) next February 14, 2014, with a session on Accessibility and Maritime Transportin.

It was agreed that a memo will be prepared as a contribution to the Political Buro of February 14 in Leiden. (Annex 2)