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# CPMR

## BALTIC SEA COMMISSION

### Transport Working Group



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## **Memo: Discussions CPMR / DG TREN on TEN-T revision**

Authors: Maria Öberg / Karl Schmude, 25.09.2008

Date and Place: 18<sup>th</sup> of September 2008, premises of CPMR in Brussels

### Participants:

Mrs Gudrun Schulze, DG TREN, unit B.2 (Co-ordination of TEN-T priority projects);  
Mr Dimitrios Theologitis, DG TREN, unit G.2 (Maritime transport & ports policy, maritime security);  
Mr Patrick Anvrion, CPMR secretariat;  
Representatives from CPMR transport groups from the different commissions;  
From BSC: Mr Sebastian Schröder, Mr Karl Schmude and Ms Maria Öberg

### Regarding the BSC position

The two adopted papers of the BSC-Transport WG on TEN-T revision were distributed, the “non-paper TEN-revision” (longer discussion paper) and “chairmandate TEN-T revision” (states in a few points important positions). This was of great interest to the participants since the BSC was the only commission so far that had made this type of statements.

Since CPMR had invited to this discussion under the premises that single transport corridors should not be the issue, the prepared paper on railway freight corridors was not distributed. Instead the question of how the railway freight corridors and the Baltic sea strategy should be merged into the TEN-T revision was raised. Mrs Schulze replied that this had to be done in a proper way and noted the issue.

To have a proper discussion on railway freight corridors it was decided among us from the BSR that we will ask for a separate meeting with responsible person at the DG TREN, Mr Castelletti, to discuss this further, where all interested members of the BSC-WG transport could participate.

### Results of discussion with Mrs Gudrun Schulze

The concept of “TEN-T priority projects” was conceived before 1996. It is considered today as being somewhat problematic: The designation of these projects was strongly influenced by national interests, and the budget available is not even sufficient to implement the priority projects, let alone the entire TEN-T network.

The new TEN-T guidelines should take budgetary realities more into account. They should incorporate new aspects such as climate change, quality of services, safety, environment, intelligent transport services (ITS), internalisation of external costs – all in all, TEN-T planning will be more than just planning of transport infrastructure. TEN-T will link all modes of transport (road / rail / air / shipping).

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Conference of Peripheral Maritime Regions of Europe, Baltic Sea Commission (CPMR-BSC), Transport Working Group

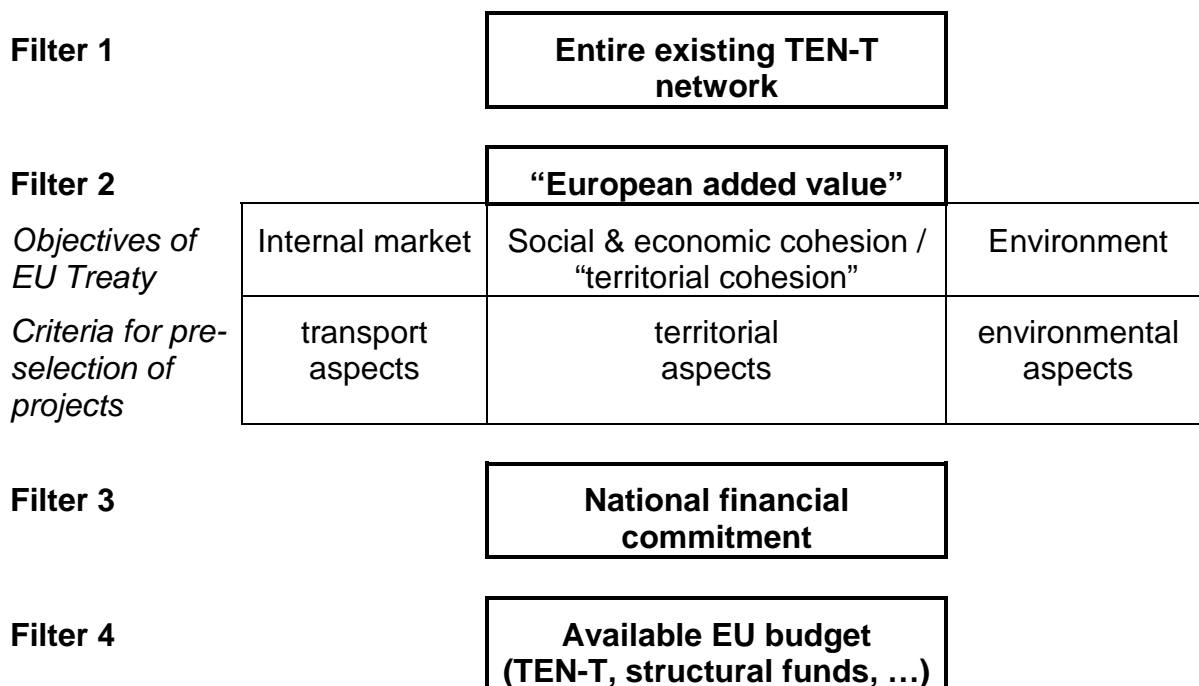
Chairman of Transport Working Group: State Secretary Sebastian Schröder,  
Ministry for Transport, Building and Regional Development Mecklenburg-Vorpommern, 19048 Schwerin, Germany  
Contact: Karl Schmude, T +49 385 588 8431, F +49 385 588 8042, [karl.schmude@vm.mv-regierung.de](mailto:karl.schmude@vm.mv-regierung.de)  
Coordinator: Maria Öberg, T +46 920 28 40 16, M +46 70 296 36 36, [maria.o.oberg@nll.se](mailto:maria.o.oberg@nll.se)

These lines of thinking are reflected in the programme of the forthcoming TEN stakeholder conference in 14-15 of October (<http://ten-t-days.teamwork.fr/>).

The Green Paper due for end of 2008 will set out policy options. Then there will be a large conference and a public consultation process, including conferences on specific topics during 2009. A session of the CPMR’s scientific council could be a welcome contribution to the discussion of the Green Paper.

A traffic forecast for the TEN-T will be presented end of 2009. DG TREN expects that a solid planning and setting of priorities according to convincing criteria will be crucial to get sufficient financing when it comes to EU budget negotiations. However, national financial commitment has to be given higher priority than today.

Territorial cohesion (Green Paper expected end-2008) will be one of the main objectives. All in all, the scheme for selecting future TEN-T priority projects could be:



Results of discussion with Mr Dimitrios Theologitis

Most probably in Oct 2008, DG TREN will publish a Communication on the EU Maritime Transport Strategy 2008-2018 (“OptiMar”) with six main issues:

- (1) Global competition
- (2) “The human element” (i.e. knowledge, workforce, image of shipping)
- (3) Quality shipping (i.e. safety, security and environment)
- (4) International presence (i.e. EU representation in IMO, negotiations with third countries e.g. about open waters)
- (5) Logistics, ports, hinterland connections
- (6) Research and technological supremacy

In Nov 2008, DG TREN will put forward a communication on maritime transport without barriers (“common maritime space”). Among other things, the European Customs Union should be extended to EU waters. From a users’ perspective, using a ship has to be as simple as using a truck.

Another important issue: Investments in ports could be regarded as state aid, since such an investment can distort competition between ports. Regardless whether these ports are owned by municipalities or regions, they are acting as private companies, designed to make profit. DG TREN is in favour of classifying investments as “not relevant for state aid” / “relevant for state aid” according to their potential to distort competition. As a rule, general infrastructure is seen as unproblematic, whereas “dedicated” infrastructure could be subject to state aid rules which means that they should be notified to EU. A communication on this topic is foreseen for end of 2008.

State aid: [http://ec.europa.eu/comm/competition/state\\_aid/overview/index\\_en.cfm](http://ec.europa.eu/comm/competition/state_aid/overview/index_en.cfm) and [http://ec.europa.eu/dgs/energy\\_transport/state\\_aid/index\\_en.htm](http://ec.europa.eu/dgs/energy_transport/state_aid/index_en.htm)

Shoreside electricity will be an important topic for DG TEN as a measure to lower air emissions in ports – however from shipowners’ point of view, this solution is still too costly. EU-COM is thinking about a tax exemption for shoreside electricity.

Ship-to-shore interface in Travemünde: [http://www.newhansa.net/air\\_emissions.htm](http://www.newhansa.net/air_emissions.htm) and [http://www.newhansa.net/documents/NewHansa%20NL2\\_web.pdf](http://www.newhansa.net/documents/NewHansa%20NL2_web.pdf) (p 8 + 9)

Some other topics which have been mentioned:

- Financing of ships as infrastructure is quite problematic, since these ships can be easily transferred to other routes, or can be sold.
- Motorways of the Sea will also be possible between EU Member States and third countries (e.g. Russia).
- If stakeholders have any ideas for criteria to pre-select of MoS, this should be brought forward during the stakeholder consultation.
- Not only the major hubs, but also the smaller ports will play a role in DG TREN’s considerations.
- Further simplification of administrative procedures for Marco Polo and Motorways of the Seas is foreseen; the Italian “Ecobonus” programme is an interesting option.

***Ecobonus: an incentive for modal shift***

*The Italian law n. 265/02 creates a direct contribution up to 30% of the sea-tariff to Road Hauliers to support the transfer of traffic from road to sea. The incentive is based on:*

- *Marine distance*
- *Land distance saved*
- *External costs : (pollution, road congestion, accidents) saved through modal shift.*

*The last financial law provides adequate coverage for 3 years (77 M€ per year).*

*A dedicated web-site assists Road Hauliers.*

Mr Theologitis expressed his wish to continue the exchange of views with CPMR.

Results of CPMR-internal discussion

Most participants of the meeting were convinced that a working group on CPMR level which is dedicated to the TEN-T revision would be quite helpful. However, this group would need a clear mandate, a convincing time schedule and a simple structure.

This will be discussed, most probably, at the CPMR General Assembly in Bayonne (FR) on 1st-3rd of October 2008.