



Atlantic Arc Commission

Minutes of the Transport Working Group meeting

8 December 2016 - Brussels (BE)

Participating Regions: Bretagne, Nouvelle Aquitaine, País Vasco, Navarra, Northern and Western Regional Assembly, Pays de la Loire, Wales, Cantabria, Galicia.

Invited speaker: Carlo de Grandis, in charge of the implementation of the Atlantic Corridor within DG Move, European Commission.

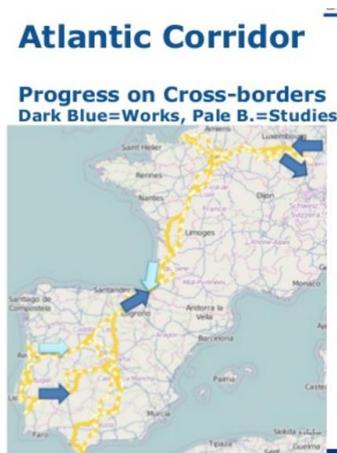
With the participation of Patrick Anvrouin, CPMR Director in charge of Transports.

All working documents are available online: [TRANSPORT WORKING GROUP MEETING](#)

Main topics discussed: Update in the Atlantic Corridor Work Plan, relations between the Atlantic Corridor and the North-Sea Mediterranean Corridor, relations between CEF and Juncker Plan.

Inma Valencia, Head of Cantabria's Office in Brussels and Chair of the Atlantic Arc Commission's Transport Working Group welcomed all participants, in particular Mr Carlo de Grandis, from DG Move, who has accepted to update us on the progress of the CEF implementation. She went over the agenda, presenting the topics under discussion. She was particularly interested to know more about the extent to which Motorways of the Sea projects could be supported by [the EFSI](#) (i.e. "the Juncker Plan").

Carlo de Grandis, Policy Coordinator at DG Move (Unit B.1) updated the group on the last developments concerning the Corridor's work plan, in particular concerning the Atlantic Corridor.



**North Sea -
Mediterranean
Corridor**



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The main outputs of his presentation can be summarized as follow:

- Concerning the Atlantic Corridor Work Plan: it has been endorsed by all 4 Member States concerned (DE, FR, ES, PT)
- The updated version of [the work plan](#) should be published soon with 3 main objectives:
 1. Multimodality and Maritime connectivity
 2. Interoperability
 3. External Dimension (North Sea and USA + Canada)
- The Atlantic corridor has a working group on cross border dimension (**which met in Nouvelle-Aquitaine with the participation of Cantabria as Chair of the Atlantic Arc Commission Transport Working Group**)
- A new working group should be created in 2017: a joint working group between the North-Sea Mediterranean Corridor and the Atlantic Corridor. **As Atlantic Arc Commission, we have asked that for many years since our Member Regions in Ireland and the UK are not part of the Atlantic Corridor. We asked the EC to be invited to this Working Group.**
- Sulphur emission in the Atlantic: The Atlantic coast should be equipped with LNG terminals before 2020. One problem has been identified so far, the fugitive emissions throughout the pipeline which can aggravate the Greenhouse gas effect. **This will be a hot topic in the future.**
- It is estimated that around **€45 to 50 billion** are necessary to complete the **Atlantic Corridor**. In comparison, the Commission, together with the Member States, has estimated a total cost of **€700 to 750 billion** for the full completion of the core network ([source](#)).
- So far the Corridor has received **€3 billion** from EU Grants and €5 billion supported by financial instruments: **Even if some Cohesion Policy money has not been allocated yet (in particular in Portugal), the Corridor is far from being completed.**
- There will be further work on financing, especially to identify good practices

STUDIES

- 2 studies will be launched: one on the **environment** (Transport and Climate change) and the other one on the Corridor's impact on **growth and jobs**
- **Brian Simpson**, Coordinator of the **Motorways of the Sea** (MoS) has launched a study on Maritime Transport to identify:
 - Which routes are up and running?
 - Which one should be supported?

The study will last 18 months and all Regions will be contacted. It checked the cooperation between ports, the adequacy of the ports and the hinterland connexion, etc. more information should be available around Spring 2017. **Regions can send Brian Simpson and his adviser specific information. Please let us know of your position in this process.**

CEF CALLS FOR PROPOSALS UPDATE

- In 2016, **95% of the CEF budget has been spent**, only 3 years after the beginning of the programming period (2014-2020)
- **2016**: 1,9 Billion [calls for proposals](#) were launched in October/ Deadline: **7 February 2017**, including a specific call for small cross border projects.
- **2017**: by the beginning of February 2017, a call blending CEF and EFSI will be launched. This call should remain open for a long period, probably until the end of the year.
- **2018**: last commitment: last call before 2020. INEA, the executive agency in charge of the CEF implementation, will cut money from underperforming projects to reinject it this last call.

- Big novelty concerns the “**EFSI 2**” announced by European Commission’s President Jean-Claude Juncker: the amount of Transport projects supported by the EFSI should be doubled by 2020. The President also wants this policy to be greener. **It is anticipated that the CEF become an “enabler” of the EFSI.**

Patrick Anvroin, CPMR Director in Charge of Transport presented a [PowerPoint presentation](#).

Main outputs and questions raised during his presentation:

- The EU cannot focus calls on specific territories but should respect the “territorial cohesion” dimension as stated in the EU treaty, cf. article 4 of TEN-T policy
- There is a call for small cross-border projects, why not a specific call for peripheral territories?
- The SEARICA intergroup will meet **next 7 March 2017** to promote this idea and there will be a political note presented to the CPMR Political Bureau in Malta (10 March 2017) under the Maltese Presidency of the EU Council
- TEN-T needs to support Regional accessibility, the MEP Renaud Muselier, from PACA Region has prepared a Declaration that needs to be signed by as many MEP as possible. More info here: [EP Declaration on Regional Accessibility](#)
- The CEF and TEN-T review is planned for 2013, in the meantime, priority projects per corridor can be amended

Reactions:

- **Carlo de Grandis** specified that 2023 is the anticipated starting date to review the TEN-T policy, the end of the process being 2027. The Comprehensive network can be updated every 2 years, the process is handled by the Member States which have to give evidences to the EC on traffic evolution. **The CEF Annex will be reviewed by the end of 2017, but he was not sure whereas this could impact the Corridor’s map. It’s a review in terms of scope, not in terms of regulation.**
- **Pauline Caumont** asked if Regions or the Commission know of any meaningful projects financed by the EFSI, with a specific added value compared to the CEF
- Apparently, projects in the port of Calais (Region Haut de France) were supported by project bonds, as well as the Channel Tunnel (with delays).
- **Marion Boulard**, from Brittany asked to address more closely the issues raised by the implementation of the Sulphur Directive and suggested to organise a joint meeting with the CPMR Baltic Sea Commission. **We should be able to organise such meeting after our General Assembly Meeting in March 2017, possibly before the summer break.**
- Regarding the MFF review: the process, paused by the Brexit issue, should re-start in 2017, it is possible that the CEF will be granted new money. **In last MFF working paper dated September 2016, the CEF was awarded €400 Million until the end of 2020 (cf. copy of EC slide in Annex I).**
- The mid-term evaluation has been launched on 28 November until 27 February 2017: <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-mid-term-evaluation> **Please inform the CPMR of any contribution your Region might send.**
- The EU Court of Auditor was very critical on the EU ports policy, the EU will have to address the issue of the tremendous concentration of funding in a few ports. More info; <http://www.eca.europa.eu/en/Pages/NewsItem.aspx?nid=7416>

Pauline Caumont, Executive Secretary of the Atlantic Arc Commission asked the Regions about whether they could identify **Priority Projects** to suggest for inclusion in the CEF Annex. Compiling these projects would be extremely efficient to suggest a complete list of priorities from the Atlantic Arc Regions. **A transnational coordinated action would be meaningful, hence efficient to support efforts made at regional and national levels.** She asked the participants to liaise with the regional experts to prepare a map identifying the main projects to be supported by the CEF.

Regions reacted positively, some of them insisting on the fact that the list should be politically validated before it could be sent out to the Atlantic Arc Commission.

INDICATIVE CALENDAR:

27 January 2017	CPMR Transport Working Group meeting in Brussels
Beginning of February 2017	€1 Billion for a “blending” call for proposals between CEF and the Juncker Plan
2/ 3 March 2017	Update concerning the activities of the Transport Working Group during the Atlantic Arc Commission General Assembly in “Les Sables d’Olonne”, Pays de la Loire, France
7 March 2017	SEARICA meeting in the European Parliament on Motorways of the Sea – an opportunity to raise MEPs’ awareness on territorial cohesion/ TEN-t
10 March 2017	CPMR Policy Position on Transport and Accessibility CPMR Technical Note on Motorways of the Sea
Spring 2017	1 st results from the Report on Motorways of the Sea (commissioned by Coordinator Brian Simpson)
Mid-June 2017	Next Corridor’s Forum
21/22 September 2017	Connecting Europe Conference in Tallinn
Mid October 2017	Corridor’s Forum
End 2017	Mid Term Review of the Multiannual Financial Framework (MFF) & Revision of the Connecting Europe Facility, including its Annex 1
2018	Last CEF call for proposals: will take money for underperforming project and reinject it in this last call
2023	launch of the revision process of the TEN-T regulation (end by 2027)

RECAP OF THE 2017 Actions for the Atlantic Arc Commission’s members:

1. Prepare a contribution to the revision of the **CEF regulation (2017)** in particular with regards its Annex 1 (list of pre-identified projects on the core network): **1st deadline 2-3 March 2017** for the AAC General Assembly in “Les Sables d’Olonne” (Pays de la Loire, France)
2. Exchange with the CPMR Baltic Sea Commission regarding the application of the Sulphur directive / dates to be discussed with our colleagues from the Baltic
3. All working documents, including the PPT presentations are available on our new website at this address: <http://cpmr-atlantic.org/event/atlantic-arc-commission-working-group-on-transport-brussels-be/>

ANNEX 1: Possible amendment to CEF budget in the framework of the MFF revision in 2017:

