

Port Authority of Gijón



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PAG RESPONSE TO THE SECOND PUBLIC CONSULTATION ON THE FUTURE TRANS-EUROPEAN TRANSPORT NETWORK POLICY

Ref : COM (2010)212



On 4th May 2010, the EC adopted a document on the development of the TEN-T (Trans-European Transport Network), for which there is this Public Consultation process until 15th September. 2010 This document from Port Authority of Gijón from Spain (PAG) is our response to that consultation process. This document is structured into 3 sections:

- 1- Preliminary considerations;
- 2- Observations of a political nature on the consultation document;
- 3- Response to the consultation questions.

PAG Considerations :

1.- PAG background

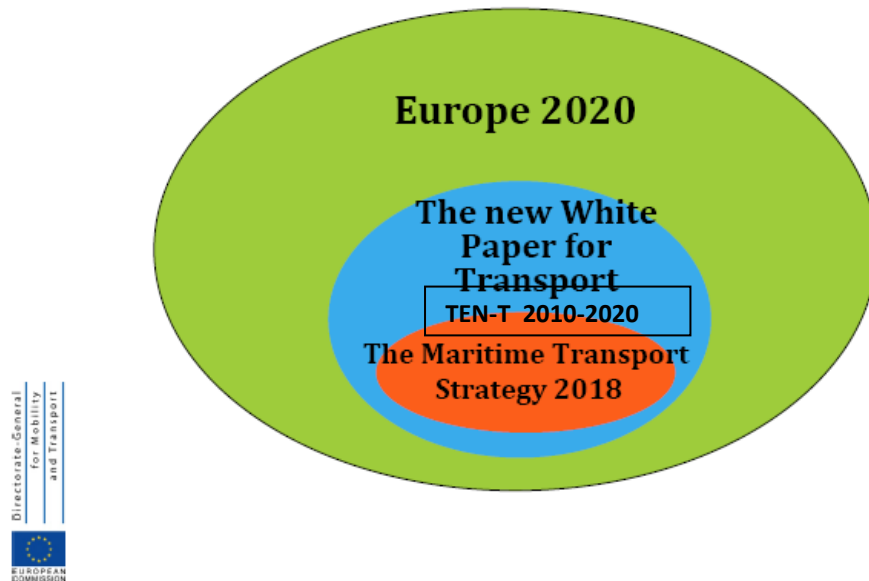
PAG is a regional stakeholder of TEN-T Policy. During the actual TEN-T programme we have participated in two main activities directly related to TEN-T Policy :

<p>WESTMOS (TEN-T Study 2005) Western Europe Sea Transport & Motorway of the Sea, a master plan for the deployment in MOS services in the Atlantic area.</p> <p>N° of Project: 2005-EU-90609-S From 01.09.2006 , to 30.06.2008</p>	
<p>MOS-NAG : Motorway of the Sea Nantes – Gijón, a service launched just in September 2010 connecting Spanish and French markets through intermodal rail – sea rail link</p>	

2.- OVERALL SCENARIO

The TEN-T 2010 review is taking place within a wider TRANSPORT context, and the European Ports should be consulted and will later give their views. The reference framework is the next :

- Maritime Transport Strategy 2008-2018
- 3rd European White Book on Transport 2011-2020
- Europe 2020 Strategy



While the **Maritime Transport Strategy 2018** Communication looks at the long term (10-years) horizon, the current economic context and the characteristics of shipping market cycles have been taken into account. It is set in the broader context of the EU Transport Policy, but also aims at supporting other relevant policies, in particular the EU's integrated maritime policy. In broad terms, the strategic goals and recommendations of the Commission Communication refer to two main issues:

- The ability of the maritime transport sector to provide cost-efficient maritime transport services adapted to the needs of sustainable economic growth of the EU and world economies and
- The long-term competitiveness of the EU shipping sector, enhancing its capacity to generate value and employment in the EU, both directly and indirectly, through the whole cluster of maritime industries.

The **Europe 2020 Strategy** was released in March 2010 and put forward by the Commission, sets out a vision of Europe's social market economy for the 21st century. It shows how the EU can come out stronger from the crisis and how it can be turned into a smart, sustainable and inclusive economy delivering high levels of employment, productivity and social cohesion. To deliver rapid and lasting results, stronger economic governance will be required. Europe 2020 puts forward three mutually reinforcing priorities:

- Smart growth: developing an economy based on knowledge and innovation.
- Sustainable growth: promoting a more efficient, greener and competitive economy.
- Inclusive growth: fostering a high-employment economy delivering social cohesion.

At the time to write this report, September 2010, the 3rd European Transport White Paper 2011-2020 (3rd ETWP) is still under preparation and no official document will be released until December 2010,

Port Authority of Gijón

so we can work only with some partial public information from DG-MOVE who is responsible of this exercise. The basic approach to 3rd European Transport White Paper, is based :

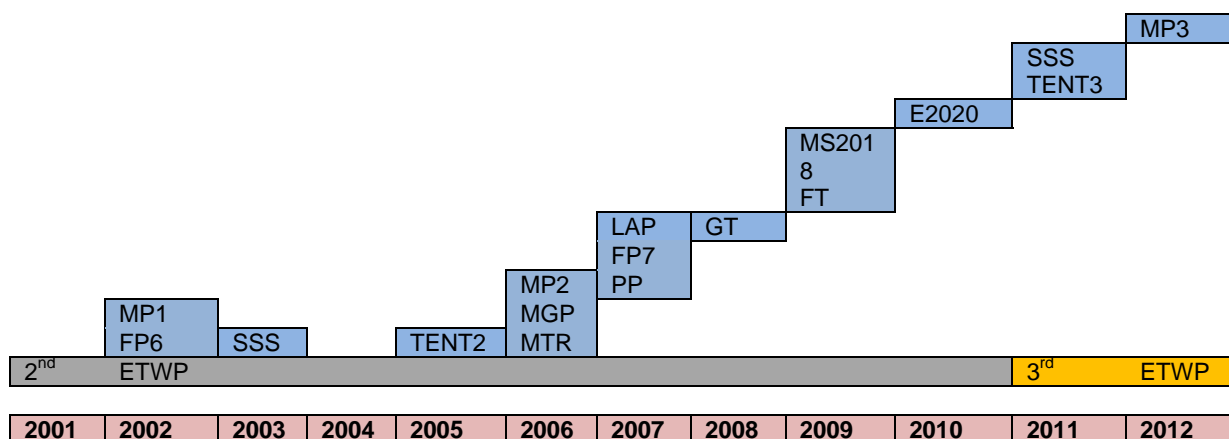
- 3 horizontal common areas : COMPETITIVENESS, CLIMATE & CITIZENS
- 3 vertical specific priorities. : INNOVATION, INFRASTRUCTURES & INTERNAL Market.

This is a long process that will lead to the adoption in late 2010 or early 2011 of a new European Transport White Paper laying down a European action programme for the next decade and help the transition to low-carbon transport services, the so called de-carbonization transport services

PAG position is to participate as far as possible in the preparation processes of all these documents, provided that they will define the working framework for European Ports in the next 10 years.

3.- A complex scenario for European Ports

European Transport Policies Roadmap 2001-2012



year	acronym	description
2001	2 nd WP	2 nd European Transport Work Paper 2001-2010
2002	MP1 FP6	Marco Polo 1 Programme 2002-2006 6 th Research Framework Programme 2002-2006
2003	SSS	Short Sea Shipping Promotion Plan
2005	2 nd TENT	2 nd Trans European Transport Network Programme
2006	MGP MTR MP2	European Maritime Policy Mid Term Review of 2 nd ETWP Marco Polo 2 Programme 2007-2013
2007	PP LAP FP7	European Port Policy Logistic Action Plan (Green Corridors) 7 th Research Framework Programme 2007-2013
2008	GT	Greening Transport package
2009	FT EMS	Future of Transport European Maritime Strategy 2018
2010	E2020 3 rd WP	Europe 2020 Strategy 3 rd European Transport Work Paper 2011-2020
2011	3 rd TENT SSS	3 rd Trans European Transport Network Programme 2 nd Short Sea Shipping Promotion Plan
2012	MP3	Marco Polo 3 Programme 2014-2020

Here is a summary of the European Transport Policies stuff that we need to deal with, and it is not easy to understand, nor to manage in these complex scenario. PAG considers a better explanation and communication policy from different EU agencies should be boosted, to improve the dissemination of the different policies and the participation of the targeted entities, in our case, the European Ports.

4.- PAG RESPONSE TO THE CONSULTATION QUESTIONS

Accordingly the EC working document published at

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:52010DC0212:EN:NOT>

1. THE METHODOLOGY FOR TEN-T PLANNING

1.1 Are the principles and criteria for designing the core network adequate and practicable? What are their strengths and weaknesses, and what else could be taken into account?

The principles and objectives proposed by the EC are satisfactory and proper : multimodality, Interconnectivity, interoperability, carbon reduction, efforts to protect biodiversity, quality of service, use of new technologies, links with 3rd countries, security. The top-down approach gives an general view, facilitates coordination and helps to obtain several European added values. Nevertheless a complementary bottom-up approach should be added to include the views of regional and local authorities such as Port Authorities, which are close to the needs of territories and citizens.

1.2 To what extent do the supplementary infrastructure measures contribute to the objectives of a future orientated transport system, and are there ways to strengthen their contribution?

The TEN-T 2010 Review gives an opportunity to integrate European Transport policy with other European policies such as Cohesion, Environment, Maritime, Security among others.

1.3 , What specific role could TEN-T planning in general play in boosting the transport sector's contribution to the "Europe 2020" Strategy" objectives?

The implementation of the TEN-T 2011-2020 could make a key contribution to meet the objectives of the EU2020 Strategy:

Intelligent growth: innovative infrastructure, application of new technologies throughout the whole logistics chain, intelligent transport systems and new forms of stakeholders' cooperation ("Green Freight Transport Corridors", "European Rail Freight Network", "European maritime transport space without barriers" etc). PAG Participates in the R&D SUPERGREEN FP7 project on Green Corridors

Regarding maritime transport for example, new types of ships (green ships) need to be invented. PAG participates in CARGOXPRESS FP7 project on Green Vessels.

EU recognition of ships as a new type of mobile infrastructure which would be eligible for European infrastructure Funding would be another indication of the "blue growth";

2. TEN-T IMPLEMENTATION

2.1 In which way can the different sources of EU expenditure be better coordinated and/or combined in order to accelerate the delivery of TEN-T projects and policy objectives?

How can an EU funding strategy coordinate and/or combine the different sources of EU and national funding and public and private financing?

Would the setting up of a European funding framework adequately address the implementation gap in the completion of TEN-T projects and policy objectives?

PAG answer to the 3 financial issues is as follows : The EC budget should not cover the funding of the complete core or comprehensive network due to its high cost . Hence It would be necessary to

Port Authority of Gijón

concentrate funding on projects with the highest European added value, and with the complete range of EU funding instruments in a coordinated mode, we mean, to allow ERDF, Cohesion Fund, TEN-T budget the EIB Bank instruments and the intense promotion of PPP – Public and Private Partnerships.

3. THE LEGAL AND INSTITUTIONAL FRAMEWORK OF THE TEN-T POLICY REVIEW

3.1 In which way can the TEN-T policy benefit from the new legal instruments and provisions?

A single European legal instrument such as a Directive or Decision, would simplify the management of the transport policy and to improve its visibility to all the concerned parties. During the past TEN-T review, the split-off of the Planning and Funding processes, which were managed with by 2 different DGs and 2 European Parliament Commissions produced a lengthy and slow process.

5.- Additional Consultation issues

A/ Can greater mobility be a European transport policy goal?

PAG hopes that the 3rd EWTP 2011-2020 will answer or give guidelines on these issues. Mobility is linked to economic growth, and in the current crisis scenario is hitting directly on transport and mobility.

B/ Core network/comprehensive network – what is the European added value?

PAG considers that the TEN-T Core Network will reinforce the Regional Cohesion Policy, and besides the Integrated Maritime Policy, The European Port Policy among other EU policies with a clear European added value. We understand that Core Network is based on 30 Priority Projects and Comprehensive Network will be developed with MS participation through Specific Projects.

C/ Promoting sustainable transport ?

Selecting ports versus promoting the development of motorways of the sea (MOS) and maritime transport as a whole? The Consultation document avoids to mention MOS.....So, what will be the role of MOS in the future TEN-T Network? Where and how will be developed the Priority Project 21 Motorways of the Sea?

Another issue is the "Port Cluster" concept, which is not clearly defined....so how it will be implemented, when it is not clear what be these instruments.

Ports and maritime transport currently only account for a small proportion of European transport infrastructure FUNDING, including the TEN-T budget, the ERDF and the Cohesion Fund. An assessment for this discrimination is needed., which downgrade ports and maritime transport as a sustainable mode of transport. The TEN-T Review current process should be an opportunity to do this.

D/ How can more territorial balance be introduced into the TEN-T?

PAG does not have competences to answer this question

E/ The success of the TEN-T depends on reforming the system of governance to ensure that the regions play a proper role

PAG does not have competences to answer this question

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