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CPMR WORKING GROUP ON THE TRANS-EUROPEAN TRANSPORT NETWORK

Terms of Reference

I. CONTEXT

The European Union brings together twenty-seven Member States and has a total population of 495 million. Within this vast territory, in order for trade and economic growth to prosper, it is necessary to ensure the efficient functioning of transport systems, to avoid certain regions remaining in peripheral situations, isolated from the core centres of economic and political decision-making. Transport is a principal element in the integration and cohesion of the European territories. It helps to improve access and permits optimisation of the European Single Market. This is why policies aimed at developing regions that are less well endowed in terms of infrastructure and accessibility are important.

According to the European Commission, mobility is the backbone of our economy, the key link between the different stages in the supply chain, and a significant source of employment.

But mobility also generates costs for society: environmental impacts that affect health and contribute significantly to climate change. This question must remain a key point in national, regional and European transport policies, which aim to achieve a sustainable system, transport that is less polluting, safer and, above all, more efficient. It is necessary to ensure the services that all the European territories need, and to reach a balance between economic development and sustainability.

In this context, the development of the Trans-European Transport Network is a key element in European transport policy. The TEN-T helps to shape a communications system that enables the circulation of goods and people throughout the European Union. It must give priority to cross-border links and to a modal shift towards rail and maritime transport.

The Member Regions of the CPMR are carefully monitoring developments in this network, and the application of EU policies to improve the efficiency of these corridors. They also wish to play an active part in these policies, by setting out their situations, their interests, and their vision of transport. For them, the most important aspects are the improvement of port systems, the efficient implementation of the motorways of the sea, as well as the optimisation of connections between ports and inland hubs and maximising the synergy between maritime and rail modes through the establishment of dry ports. They consider that the major trans-European systems are necessary for intra-EU trade and passenger travel, and for trade with the rest of the world.

II. AIMS AND OBJECTIVES OF THE WORKING GROUP

The working group aims to analyse European policies relating to the Trans-European Transport Network, to monitor planned developments, and to permit the CPMR to make its voice heard on these questions. The group will be made up of interested CPMR member Regions which are willing to provide an input, in terms of their expertise, to the content of the group's work and its actions.

When necessary, it will establish relations with the other CPMR working groups such as Aquamarina.

III. ACTIVITIES

Aragon undertakes to coordinate and initiate the following activities:

- Organisation and stimulation of regular meetings;
- Organisation – where necessary – of meetings of the Scientific Council on this subject, with the participation of high-level experts;

- Monitoring of policies, legislative provisions in force as well as in preparation, communications, recommendations, etc. emanating from the European institutions; analysis and decision-making leading to a common CPMR position;
- Participation in all CPMR meetings that the Secretariat considers necessary in order to inform members about the progress and decisions made by the working group;

Participation in the preparation by the CPMR General Secretariat of reports, conclusions and policy positions on the TEN-T.

IV. ISSUES TO BE ADDRESSED

The principal objective of this group is to see the TEN-T revised on the basis of new situations and European policies. The following cross-cutting aspects will be addressed:

- Overall planning of the TEN-T: it is necessary to ensure consistency between the actual state of the network of infrastructure covering the European territory (an existing network that needs to be optimised), and the planning of new infrastructure. It is also necessary to improve transport services, as a matter of urgency, in order to make the EU's Single Market more efficient.
- The position of the Regions: in the transport infrastructure strand of the plan to re-launch the economy adopted by the EU.
- Environment and climate change: this is a key issue for national, regional and European policies, and therefore an element that must be taken into account in all analyses. It is also a subject which directly concerns transport, in particular road and air transport, and a detailed study of it is therefore justified.
- Territorial cohesion: territorial cohesion is mentioned in the EU Treaty and must be a criterion in the preparation of the TEN-T.
- Funding: search for new funding solutions, on the basis of cooperation between public and private partners.
- Relations with non-EU countries: The EU has relations with neighbouring countries to the East and South of its borders. It is important to work towards ensuring the effectiveness of these relations, above all by means of efficient links.
- Consistency of the corridors: The analysis of the TEN-T must take account of all the infrastructure available for traffic and trade. Synergies between the maritime and rail mode, as well as the links between ports and logistic hubs and dry ports must be analysed and promoted. Differentiating between transport corridors for passengers and for goods should also be encouraged.
- Participation by the Regions: the Regions are the decision-making body that is closest to the territories and the population, and they should have a significant influence in the decision-making on the TEN-T, alongside the Member States.

The positions drawn up in the framework of this activity will be submitted for approval to the CPMR Political Bureau and/or its General Assembly.

Any action to be taken on this basis vis-à-vis the European institutions and national governments will also be discussed by the CPMR Political Bureau.

V. ORGANISATION

The Region of Aragon is responsible for leading and coordinating the group, and will make available the appropriate human resources and political and technical support.

The group is made up of two members from each Geographical Commission (Baltic, North Sea, Atlantic Arc, Mediterranean, Islands, Balkans/Black Sea) with expertise in the field of transport and in particular the TEN-T. A representative of Brittany (for Aquamarine) will also be a member, as well as a representative of the Outermost Regions. So as to maximise the efficiency of meetings, the number of participants should not exceed twenty.

The working languages will be French and English.

Meetings will usually take place in Brussels, but if the Presidency, on its own initiative or at the initiative or request of members of the group, wishes for any good reason to organise activities in a different location, it will propose this to the members of the group.

The CPMR will collaborate with the Presidency in organising meetings, by making available the offices of its Brussels delegation as a meeting venue. Members will pay for their own transport and accommodation expenses.

VI. SCHEDULE

- **October 2008:** the Presidency of the group, jointly with the CPMR Presidency, will contact the Geographical Commissions in writing, asking them to designate two members from each Commission.
- **December 2008:** first meeting. The group will establish its priorities, draw up a work schedule, and start working on an initial position on the EU's TEN-T policy.

Subsequently, **the group will meet approximately every four months**, in order to ensure that monitoring work and other actions are ongoing.