

## Funchal, 30 November 2009

### Large islands, TEN-T and Motorways of the Sea Some information and considerations from the CPMR General Secretariat

#### A one year old TEN-T revision preparation process within the CPMR ...

- An inter-commission working group, led by Aragon, including the Balearic Islands and the Canary Islands;
- A Scientific Council meeting followed by a response to the DG TREN Green Paper;
- A "major" event under preparation in Saragossa, under the Spanish EU Presidency;
- But still a lack of expertise in order to present argued and efficient proposals, and a community of interests probably less obvious than for other lobbies: ESPO, ECSA ...

#### A confident partnership with DG TREN

- That needs to find arguments in order to introduce cohesion criteria into transport policies;

#### New actors for a new period

- European Parliament: TRAN Committee, and an expected maritime intergroup;
- A new Commissioner, Siim Kallas, Estonian Vice-President of the EC, plus Joachim Almunia, now also in charge of state aids for transportation, plus Maria Damanaki, for Maritime Affairs;
- A new Secretary General for the CPMR: Eleni Marianou.

#### A tentative agenda for TEN-T revision:

- April/May 2010: publication by the EC of a communication on the methodology for the revision of current guidelines;
- Spring 2010: conclusions of various studies commissioned by DG TREN of 6 expert groups (on maritime issues, are peripheral Regions and small ports represented?);
- June 2010: ministerial conference on the issue;
- End of 2010, beginning of 2011: publication of draft revised TEN-T guidelines.

#### A number of principles CPMR should promote:

##### In general:

- One single EU toolbox to support transport infrastructures and services: not a single instrument but a coherence between all funding schemes and regulations. Regarding co-financing infrastructures, why not a single fund (and no longer TEN-t + ERDF + Cohesion Fund) with different intensities adapted to the situations: level of development, peripherality, insularity, etc ...
- ...Which means a reflexion on criteria both for services (Marco Polo, State aids ...) and infrastructures.

##### On maritime issues:

- MOS should not be restricted to a mere label, but really enable the start up of services where the market alone does not make them profitable: again question of criteria, sea basin approach ...
- Professional lobbies are obsessed by fair competition, avoiding distortions of competition, regions are not!
- A comprehensive legal basis for the MOS: what about the 2005 vademecum?
- Which justification for the 3 categories of ports in TEN-T guidelines: even DG TREN does not really know;
- External/neighbourhood dimensions of MOS/Marco Polo/state aids.

##### One final consideration

The CPMR must not only provide general strategic considerations, draw vague corridors proposed by its geographical commissions on the map of Europe, but really work on legal documents, propose amendments to the Commission and the Parliament (at least!).