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TECHNICAL PAPER FROM THE CPMR GENERAL SECRETARIAT

## IMPLEMENTING THE CEF PRIORITY TRANSPORT CORRIDORS: STATE OF PLAY AND CHALLENGES FOR THE REGIONS

At the close of the negotiations on the MFF 2014-2020, the TEN-T was allocated a budget of 26.250 billion euros as part of the Connecting Europe Facility (CEF), including 11.305 billion euros ring-fenced for Member States eligible for the Cohesion Fund.

The CPMR campaigned hard to define the thematic and geographic content of the TEN-T. We have now entered the implementation phase for the core network, which is due to be completed by 2030. It will be based on a new instrument, namely nine transnational corridors which *"will bring together the main stakeholders, public and private, along the most important transport routes in order to plan and develop the infrastructure in function of the needs and the available resources."*<sup>1</sup>

These 9 "geographical" corridors are extremely important because they concentrate almost 80% of the CEF budget earmarked for transport infrastructure.<sup>2</sup>

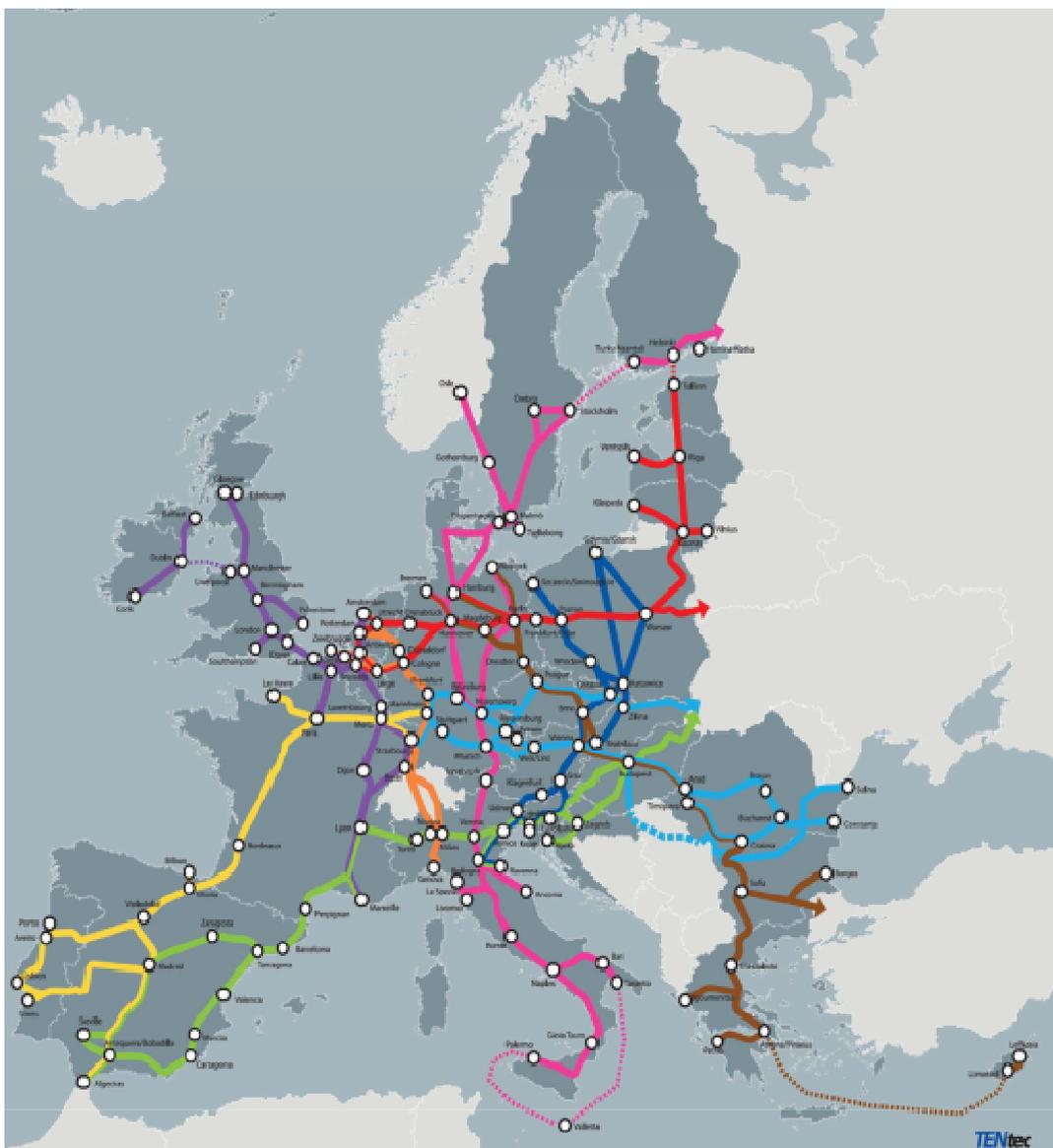
### 1. CORRIDORS AND CPMR'S GEOGRAPHICAL COMMISSIONS

The 9 "geographical" corridors are shown on the map below. They connect one EU port to another and therefore, by definition, all of them concern the maritime Regions, but those crossing through the largest number of CPMR member Regions are the 7 corridors listed below:

- **North Sea-Baltic:** concerns the CPMR's North Sea and Baltic Sea Commissions;
- **Scandinavian-Mediterranean:** Baltic, North Sea and Inter-Mediterranean Commissions;
- **Atlantic:** Atlantic Arc Commission ;
- **North Sea-Mediterranean:** North Sea and Inter-Mediterranean Commissions;
- **Mediterranean:** Inter-Mediterranean and Balkan & Black Sea Commissions;
- **Baltic-Adriatic:** Inter-Mediterranean and Baltic Sea Commissions;
- **Orient-East Med:** Baltic Sea, North Sea, Balkan & Black Sea and Inter-Mediterranean Commissions.

<sup>1</sup> EC Communication: "Building the Transport Core Network: Core Network Corridors and Connecting Europe Facility" [{SWD\(2013\) 542 final}](#).

<sup>2</sup> In addition to these are the "thematic" corridors, Motorways of the Sea and ERTMS (European Rail Traffic Management System).



### Corridors

**Baltic Adriatic**

**North Sea - Baltic**

**Mediterranean**

**Orient-East Med**

**Scandinavian - Mediterranean**

**Rhine - Alpine**

**Atlantic**

**North Sea - Mediterranean**

**Rhine - Danube**

## 2. WORK PROGRAMMES AND GOVERNANCE OF CORRIDORS

Work on the corridors is led by **coordinators** who were appointed in March 2014 (*list of coordinators included in the annex*). They chair the Corridor Forums, with the help of the Commission.

**A Forum** is “a consultative body involving Member States and – upon agreement of the Member States concerned – selected other members representing for example regions, infrastructure managers, representatives of Rail Freight Corridors, River Commissions (where relevant), ports, airports, rail-road terminals, operators, users and other stakeholders. They will play a central role in discussing the general objectives of the Core Network Corridor, in preparing and in following up the implementation of the measures laid down in the work plan.”

The Forums (one per corridor) will meet four times in 2014, the year in which the corridor work plans will be drawn up:

- late March early April : kick-off meeting between the Commission, the States involved in the corridor and the coordinator
- 17/19 June: meeting extended to include infrastructure managers
- 29 September to 3 October: meeting involving representatives of the Regions
- 17 to 21 November.

**A work plan** should be developed for each corridor in the course of 2014.

*“The work plan will analyse the current situation of the Corridor, identifying in particular the relevant parts of the Corridor, its bottlenecks and interoperability problems.”... “It will then identify the actions to be taken, their timing and the required and available financial resources. Actions will include planned infrastructure investments as well as other measures to remove physical, technical, operational and administrative barriers between and within transport modes and for the enhancement of efficient, innovative and sustainable multimodal transport and services.”*

*“The work plan has to be approved by the Member States concerned, following consultation of the Corridor Forum.”... “The work plan will be revised alongside the 2017 mid-term review for the CEF in order to take stock, deepen and update where necessary the work plan.”*

### **3. CHALLENGES FOR THE REGIONS - ACTIONS LED BY CPMR AND ITS GEOGRAPHICAL COMMISSIONS**

CEF funding is concentrated on the corridors. Working arrangements are made for each corridor led by a coordinator, which will allow the Commission and the Member States to prioritise infrastructure projects for the period 2014-2020 (and probably also for the following years).

It is therefore clear that it is in the interest of the Regions to be informed and involved as much as possible in these arrangements.

As soon as the coordinators were appointed, the CPMR General Secretariat made contact with the advisers of each of them (these are officers from DG Move) to present the actions led by the CPMR and its geographical commissions in this area and to prepare all future contact between the coordinators and leaders of the geographical commissions' transport groups.

The General Secretariat informed the geographical commissions of the results of these meetings and suggested that they themselves take action, inviting them to coordinate among themselves for the corridors where several commissions are involved - which is most generally the case.

On this basis, according to their own specific arrangements, but in close cooperation with the CPMR General Secretariat, the Geographical Commissions have carried out and planned a series of actions targeted at the coordinators and their advisers. They will also convene their respective working groups in June or July.

*At the time of drafting this paper it has not been possible to provide a comprehensive update on these actions. Details will be given during the Political Bureau meeting on 6 June.*

## **CONCLUSIONS: CPMR'S PRIORITY – FOR MARITIME REGIONS TO BE WELL-REPRESENTED IN THE SEPTEMBER/OCTOBER 2014 FORUMS**

It is at their June meeting (17 – 19 June) that the Forums are due to prepare the list of the Regions that will be invited (for the first time) to the next forum at the end of September.

For each corridor, this list will be drawn up on the basis of proposals made by the States through which the corridors pass. Establishing this list will be a tough job for the coordinator. Apart from difficulties of a “political” nature, some practical questions also arise, such as the format of the September meeting. To take one example, the Orient-East Med corridor concerns 9 Member States. In order to reach a reasonable number of participants so as not to compromise the quality of the work, the tendency might be towards limiting the number of regional representatives.

It will therefore be in each geographical commission's interest to come to an internal agreement and, where appropriate, in partnership with another relevant commission concerned by a given corridor, to draw up a list of candidate Regions to participate in the September Forum. On this basis, they could promote this “short list” at the appropriate levels, i.e. with the coordinator, DG Move, and National Transport Ministers. CPMR may support these efforts where useful and necessary.

At the same time, the CPMR will keep a watch on the ongoing work with regard to the corridors, especially the first draft work plans that should soon be published for each corridor.

An update on these initiatives will be made at the next meeting of the CPMR transport group on 7 July in Brussels.

### **ANNEX: LIST OF COORDINATORS BY CORRIDOR**

- Pavel Telička (North Sea-Baltic)
- Pat Cox (Scandinavian-Mediterranean)
- Carlo Secchi (Atlantic)
- Péter Balázs (North Sea-Mediterranean)
- Laurens Jan Brinkhorst (Mediterranean)
- Karla Peijs (Rhine-Danube)
- Ana de Palacio (Rhine-Alpine)
- Kurt Bodewig (Baltic-Adriatic)
- Mathieu Grosch (Orient-East Med Corridor) – (as of 1/7/2014)
- Karel Vinck (ERTMS)
- Brian Simpson (Motorways of the Sea) – (as of 1/7/2014)