



Fylkeshuset,  
3706 Skien, Norway  
Tel: +47 35 58 42 00  
Fax: +47 35 52 90 44  
nsc@northsea.org  
www.northsea.org

## **MINUTES of Meeting of NSC Transport group, Egmont aan Zee, Noord Holland, 23 June 2009**

### **Attendance:**

Cllr. Leif Blomqvist, Västra Götalands Region (Swe), Chair  
Jon Halvard Eide, Vest-Agder (Nor), Adviser  
Maria A. Larsson, Västra Götalands Region (Swe)  
Philip McKay, Aberdeenshire Council (Sco)  
Erik Ørskov, South Denmark Region (Den)  
Cllr. Mimmi Von Troil, Västra Götalands Region (Swe)  
Rab Dickson, NESTRANS (Sco)  
Dirk Harmsen, Project Manager Dryport project (Swe)

### **Apologies:**

Anne E. Robertson, Aberdeenshire Council (Sco), Vice Chair  
Poul Weber, South Denmark Region (Den), Vice Chair  
Marjolein Zwerver, Groningen Seaports (NL)  
Tommy Madsen, Region North Jutland (Den)  
Hanne-Marie Sieg Sørensen, Central Denmark Region (Den)

### **1. Welcome, presentation of participants**

The Chair welcomed the participants to the meeting, He extended a special welcome to Mr. Rab Dickson from NESTRANS (North East Scotland Transport Partnership) and to Mr. Dirk Harmsen, Project Manager of the Dry Port Project

**Maria A. Larsson** informed that she will enter into maternity leave from 1 September. A maternity cover will be engaged. **The meeting** wished Maria all the best for the upcoming birth and was looking forward to seeing her again after the leave.

### **2. Minutes of meeting in Kristiansand 26 March 2008**

### **Decision & follow-up:**

The minutes were approved



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### 3. Update and progress on items in Work Plan 2008 – 2009

It was pointed out that the time frame for the Work Plan should be changed to 2009 – 2010. The Work Plan should also be updated to reflect changes in the energy and statistical mapping tasks.

#### **Decision & follow-up:**

- The Adviser updates the Work Plan according to the above points.

### 3.1 Monitoring and responding to the European Agenda

#### NSC and CPMR responses to Green Paper on TEN-T

**The Adviser** made an introduction on recent developments in this issue.

The Transport group submitted a response to the EU consultation on TEN-T Green Paper within the deadline on 30 April. The response builds upon contributions from Aberdeenshire, East of England and Västra Götalands Region, as well as on additional input presented in the meeting on 26 March. The response was submitted to and approved by the Executive Committee on 27 March.

The Transport group was represented at the last meeting of the CPMR Working group on the TEN-T revision in Zaragoza on 17 April by the Adviser, Philip McKay and Mimmi Von Troil. On 16 April the NSC representatives also attended a meeting of the CPMR Scientific Council dedicated to the TEN-T, together with high level representatives from DG Tren, the European Parliament, researchers and regional politicians. In the aftermath of this meeting the essence of the NSC response was fed into the common CPMR response which was validated by the CPMR Political Bureau on 12 June.

The NSC representatives felt that the CPMR had organised a good process on the TEN-T revision, and also found the dedicated meeting of the CPMR Scientific Council useful as an inspiration for the Working group meeting the following day. This meeting also represented an opportunity to raise NSC concerns with high level DG Tren officials. It was also felt that the NSC had succeeded to include all major positions into the common CPMR response.

**The meeting** then reviewed a Communication from the European Commission on the follow-up of the TEN-T consultation. The around 300 contributions to the consultation will feed into the further TEN-T policy review process. One of the main legislative proposals foreseen to be prepared as a follow-up of the Green Paper is the revision of Community Guidelines for the TEN-T (late 2010). At a later stage this proposal is expected to be complemented by legislative proposals on Community funding.

A summary report on the results of the Green paper consultation will be published in mid July. The TEN-T Days will offer an opportunity for more in-depth discussions on the consultation results and the way forward. The Commission is expected to issue a Communication on the approach to future TEN-T policy in the first quarter of 2010.

It was informed that the CPMR Working group will continue to follow the process towards the revision of the guidelines, and a meeting of the group is scheduled for 30 September in conjunction with the General Assembly in Gothenburg. **The meeting** agreed that it's important to continue the involvement in the CPMR group to ensure that NSC concerns are taken into account in the future process, in particular when the maps for the priority network are being drawn up. This is when the real "battle" will start.

### **Decision & follow-up:**

- The Transport group continues to take actively part in the CPMR Working group on the TEN-T and will be represented at the meeting in Gothenburg on 30 September.

### **Follow-up on Green Paper for Urban transport**

At the last group meeting in Kristiansand on 26 March it was decided to investigate the outcomes of an EU conference on Urban transport in February. East of England was requested to take the lead in this task.

As a response to this request, Lesley Rayner at East of England had provided an update on the Urban transport policy which was circulated as part of the meeting papers. According to this, the Urban transport Action Plan has been delayed until July. The European Commission has nevertheless implemented some activities. Firstly, a specific EU urban mobility website has been created: [http://ec.europa.eu/transport/urban/index\\_en.htm](http://ec.europa.eu/transport/urban/index_en.htm) and a call for urban mobility projects was launched with a deadline in March. Furthermore, the Commission will launch studies on 'green zones' (e.g restricted access/environmental zones through, for example, congestion charging), and on how the integration of different transport modes can be improved in urban areas (e.g better coordination, easier connections between modes, use of single ticketing). A website will be launched targeting public authorities in their purchases of clean and energy efficient vehicles, e.g. cleaner buses for their public transport fleet. A future CIVITAS programme will be prepared (starting at the CIVITAS FORUM in Krakow in the Autumn).

Despite the Action Plan from the Commission has not been published, the European Parliament has published its own 'Action Plan' can be viewed here:

<http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+TA+P6-TA-2009-0307+0+DOC+XML+V0//EN>

**The Chair** remarked that there are also "specialised" organisations for Public Transport practitioners which could be interesting for the Transport group to follow.

Although very much appreciating East of England's contributions to monitoring the EU Urban Transport agenda, **the meeting** pointed to the need for engaging more member regions in this comprehensive topic, as well as to anchor the responsibility more firmly in the "Chair" regions. In this context it must also be taken into account that the East of England Regional Assembly will cease to exist as of 1 January 2010.



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### **Decision & follow-up:**

- Västra Götaland Region volunteered to lead on the follow-up of the EU Urban Transport agenda. The operational responsibility for this task will be performed by Marias maternity cover who will start around 1 September. East of England and other member regions are kindly requested to continue their involvement in this topic.

### **Other EU policy initiatives – Commission launching debate & consultation on the main challenges and opportunities for the transport sector in the long term (20 to 40 years).**

In 2001, the Commission issued a White Paper setting an agenda for the European transport policy throughout 2010. Approaching the end of the ten-year period, it is time to look further ahead and define a vision for the future of transport and mobility, preparing the ground for later policy developments. The Commission intends to launch a debate on the main challenges and opportunities for the transport sector in the long term (20 to 40 years). To contribute to this aim, a Communication has been adopted by the Commission on 17 June 2009:

[http://ec.europa.eu/transport/strategies/doc/2009\\_future\\_of\\_transport/2009\\_comm\\_future\\_of\\_transport\\_policy\\_en.pdf](http://ec.europa.eu/transport/strategies/doc/2009_future_of_transport/2009_comm_future_of_transport_policy_en.pdf) A public consultation has been opened, closing on 30 September

The meeting would like the Transport group to respond to this consultation.

### **Decision & follow-up:**

- Group members and other NSC member regions are requested to feed into the consultation on future European transport policy. The Adviser prepares a draft response on the basis of incoming contributions to be circulated in due time before the next meeting. The response should be submitted as a “technical paper” awaiting confirmation from the NSC Executive Committee in November

## **3.2 Cooperation with Baltic Sea Commission (BSC) on transport issues**

The Adviser gave an update on recent cooperation activities with and developments in the BSC Transport group.

The Adviser attended the last meeting of the BSC Transport group in Brussels on 2 April. The main topic at this meeting was the finalisation of the BSC response to the TEN-T Green Paper. The NSC delegation discussed and exchanged views with members of the BSC Transport group at the CPMR meetings in Zaragoza in April.



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The BSC Transport group is also concerned with freight railway corridors, incl. connections to third countries, EU maritime policy 2008-2018, projects under the Interreg IVB Baltic Sea Programme and transport issues in the upcoming EU Baltic Sea Strategy.

The Coordinator of the BSC Transport group from Norrbotten in Sweden will step down and the group is looking for a new Coordinator. The new Coordinator is likely to come from Scandinavia.

The next meeting of BSC Transport Working Group will probably take place in Gothenburg on 30.09. or 01.10.2009, in the framework of the CPMR General Assembly. The topics could be:

- Transport projects under the Baltic Sea Region Programme 2007-2013
- Further steps towards an update of TEN-T
- Development of the "freight railway network" issue
- EU Consultation "future of transport"

#### **Decision & follow-up:**

- As the two groups are meeting at the same time in conjunction with the CPMR General Assembly in Gothenburg in September, the NSC Transport group should explore the feasibility of organising a common session with the BSC group.

### **3.3 Projects for Interreg IV B North Sea Region Programme & other programmes**

#### **Update on transport projects under the North Sea Programme**

The meeting was informed about a new transport project approved in the last application round. The project is called **Care North** - Carbon responsible strategies in the North Sea Area. The project aims to develop a comprehensive, strategic and practical approach to urban and regional transport in the context of climate change and declining oil supplies. Care North will be testing and demonstrating new technologies on hybrid cars & vehicles (e-mobility) - bringing these technologies closer to market introduction. The project will also develop financial instruments supporting low carbon transport and perform awareness raising in the context of mobility management. Read more about the project at: <http://www.care-north.eu/>

**The meeting** observed that Care North is addressing urban transport and sustainable fuels in line with the activities of the Transport group. Some of the partners, such as Bremen, Gothenburg, Aberdeen and Fryslan are also NSC member regions or located therein. These features are making the project interesting for the Transport group.

## Presentation and update on the Dryport project

**Dirk Harmsen**, Project Manager for the Dryport project employed by the Lead partner in Västra Götalands Region presented the project which was approved last year. The partners are from Edinburgh Scotland, Felixstowe England, Zeebrugge Belgium, Fryslan and Emmen the Netherlands and Västra Götaland and Skaraborg Sweden.

A dryport is an inland intermodal freight transport hub handling containers and others cargo. In the context of congestion and lack of space in sea ports, a dryport can operate as an extension of the seaports. The project will explore how dryports can facilitate shift of freight from road to rail and inland waterway. Dryport has Work packages on financial and land assessment decisions, modular physical planning of dryports, blueprint IT systems, and the environmental interface. Read more about the project at: <http://www.dryport.org/index.php?page=10>

Harmsen pointed to the interfaces between Dryport and StratMoS when it comes to developing efficient hub – hinterland relations. The two projects are complementing each other where Dryport is hinterland-oriented and StratMoS is more focused on sea-related aspects. On this background it is important to promote cooperation between the two projects. Such cooperation is already emerging in the form of information exchange and mutual attendance at project events.

**The Chair** observed in the context of the presentation that the rail share in the Port of Gothenburg has increased to an all time high (despite of drop in over all volumes), almost reaching the capacity limit. **Other group members** remarked that the links to dryports could also be road-based. This would largely be the case in North East Scotland.

## Decision & follow-up:

- The Transport group should start to “shadow” and establish cooperation arrangements with the Care North project in order to also have a resource on the passenger / urban transport side. Members with “connections” to project partners are requested to utilise the contacts they may have. A future membership in the NSC from the Lead partner in the City of Bremen could also serve to foster links with the proejct
- The Transport group continues to shadow the Dryport and StratMoS projects.

## **3.4 Energy issues in the transport sector**

**Philip McKay**, Aberdeenshire Council, gave a brief update on this task. As a way of implementing the “landing page approach” he handed out some examples of energy efficient transport solutions from ELTIS (European Local Transport Information Service – Local Transport concepts, see: [www.eltis.org](http://www.eltis.org) )

for inclusion on the NSC web site. These examples are grouped in the categories of “clean and efficient energy”, “cycling”, “demand management and pricing”, “flexible mobility services” and “safety”.

**The meeting** agreed that uploading such examples at the NSC web site is a good way of implementing the “landing page approach”.

### **Decision & follow-up:**

- Philip McKay will circulate the examples in electronic format, and eventually upload them at the NSC web site. The Adviser provides him with editing rights to the web from the NSC Secretariat.
- Group members are encouraged to provide links to relevant (external) information resources on energy-efficient transport in line with what’s contained in the links above, as well as to provide good practice examples

### **3.5 Statistical mapping of key developments in the transport sector**

**Maria A. Larsson** gave an introduction to this issue. She referred to the decision of the last meeting on 26 March to also apply a “landing page approach” for the statistical mapping task, whereby links to existing statistics & analysis are being made available at the NSC website. Maria suggested that the Modal Split report submitted to the Executive in March should be updated regularly, probably on a yearly basis. One should also consider to conduct some in-depth analysis on the basis of projects. Finally, Maria strongly believes that there is a need to involve more members in this task and requested somebody to come forward. **Erik Ørskov** informed that South Denmark Region will consider to join in this task.

**Latest:** The NSC President mentioned the Modal Split report especially in her Annual Report to the General Assembly on 26 June.

### **Decision & follow-up:**

- The “landing page approach” should be further developed
- More members are encouraged to contribute to the statistical mapping task.
- The modal split report is updated on a yearly basis in time to be submitted to the Winter/Spring meeting of the Executive (normally March – April)

### **4. Report from “Web editor”, progress for Marketing and Communication Plan**

As the “Web editor” Marjolein Zwerver had presented her apologies to the meeting on short notice there was no information to discuss.



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**Group members** assumed that a more updated web page and a Communication Plan for the Transport group would contribute positively to the recruitment of new and more active members.

### **Decision & follow-up:**

- Marjolein Zwerver is requested to report on the status and progress of updating the web pages and drafting a Communication plan for the Transport group

### **5. Cooperation with other NSC thematic groups – preparation for common meeting at 14 hrs. 23 June**

**The meeting** welcomed the initiative to organise a common meeting for all NSC thematic groups in conjunction with the Annual Conference & General Assembly as there are many interfaces between the topics handled by the group. The meeting also supported the suggested cooperation topics of maritime policy, energy & CC and territorial cohesion.

The Chair, Adviser and the group members present attended the common meeting. The NSC Secretariat is expected to draft and circulate minutes from this meeting.

### **6. Next Meeting**

#### **Decision & follow-up:**

30 September at 13 – 17 hrs in Gothenburg.

The Adviser will explore the interest of the BSC Transport group for a common meeting.

Participants in need of accommodation are advised to book hotels as soon as possible as this date is coinciding with major events like the CPMR General Assembly.

### **7. Any other business**

No issues were reported.