



**MINUTES OF THE MEETING
OF THE ATLANTIC ARC TRANSPORT GROUP
POITIERS, 1st July 2009**

PARTICIPANTS:

Name	Institution
Geneviève Desgris	Conseil Régional Poitou-Charentes - Service infrastructures TER Transports Ferroviaires
Michèle Collet-Vergnaud	Conseil Régional Poitou-Charentes - Service infrastructures TER Transports Ferroviaires
Josu Benaito	Coordinator of the AATG Basque Government – Transport Director
Javier Rivas	Basque Government – Transport technician
Karine Pillot	Poitou-Charentes - CCI des Deux-Sèvres
Sylvie Touzeau	Poitou-Charentes - CCI des Deux-Sèvres
Hélène Fortier	Pays de la Loire – Head of programme for mobility and freight
Cedric Lehué	Conseil Régional de Basse Normandie - Mission head
Joelle Ballarin	Conseil Régional d'Aquitaine
Julián Bonet Perez	Principado de Asturias - Transport Director
José Manuel Caldevilla Suárez	Principado de Asturias - Transport technician
Benito Díez Martínez	Junta de Castilla y León - Head of Logistics Infrastructures service of the Department for Transport
Cristina Álvarez Álvarez	Junta de Castilla y León – Technical Director of Cylog
Fabien Mesclier	CPRM - Technical Secretary
Tamara Guirao-Espiñeira	CAAC – Mission Head
Jean Pierre Crozat	Limousin – President for Vice President for the Limousin region
Jose Luis Ruiz García	Euskadi - EESC President for the Basque region
Arantza Lopez de Munain Zulueta	Euskadi - Head of studies and projects for the Basque EESC
Arantza Iturbide	Plataforma Logística Aquitania-Euskadi - Technician
María Garayo	Technical Assistance



Participants were welcomed to the meeting by Josu Benaito, coordinator of the AATG, and recently appointed Transport Director for Euskadi. After thanking those attending he gave the floor, as envisaged in the work agenda, to Genevieve Desgris in order for her to present the main actions concerning transport in the Poitou Charentes region.

In her presentation, Genevieve Desgris emphasised on actions for the improvement of regional rail passenger services (fares, rolling-stock acquisitions, SNCF contract) as well as rail projects for freight transport (rail motorway Vitoria-Lille), intermodality (intermodal hub projects) and for passenger services (Tours-Bordeaux and Poitiers-Limousin projects).

Next, Karine Pillot and Sylvie Touzeau of the Deux-Sèvres (Poitou-Charentes) Chamber of Commerce presented the project for the Niort logistics centre. The starting point is an existing centre proposed for extension and adaptation to current transport and logistics needs. Its connection to the rail and highway corridors (Paris-Hendaye-Spain) and the proximity to the port of La Rochelle make it a strategic centre for the economic development of the region. In this regard, the port of La Rochelle seeks to contract a rail operator that will provide services between the port and the logistics centre. This project is included in the State-Region programme 2007-2013 and is part of the logistic competitiveness axis.

CURRENT EU AFFAIRS

With regard to current EU affairs, Maria Garayo presented three recent matters:

- The approval of Directive 2009/33 dated 23 April on the promotion of clean and energy-efficient road transport vehicles.
- Guidelines for the Urban Mobility Plan: advance presentation by the European Commission and passing of resolution of the European Parliament dated 2nd April on the urban mobility action plan.
- Call for proposals by the TEN-T for 2009

Tamara Guirao reported that a launch meeting had been held previously for the urban mobility work group in the Conference of Atlantic Arc Cities (CAAC). This group's objective is to work with the cities in the identification of cooperation projects to be developed within the context of the European programmes Civitas and Interreg IV C.



COOPERATION PROJECT FOR IMPROVING EFFICIENCY IN THE NETWORK OF LOGISTICS CENTRES IN THE ATLANTIC CORRIDOR-EFFIPLAT

Maria Garayo gave an explanation of the working document previously forwarded to AATG members; detailing the objectives, methodology, organisation, operation, participants and budget.

The objective is to work with the regions interested in taking part as partners and define certain aspects with them, such as:

- The associated entities (rail operators, loaders, port authorities, etc) which will take part together with the regions. Each interested region will have to contact these entities to bring them into the project
- Definition of the modalities of financial participation of the associated entities. One possibility is for them to participate by making personnel available to the work groups. This option is applicable to Spain, France and the UK, but not for Portugal, according to the information dossier of the Atlantic Space programme
- The regime to be applied in the Castilla y León region is particular, given that it is not integrated as a region in the Atlantic Space programme. In theory it has to justify its presence and the co financing would rise by 20%
- The consideration of additional items not currently envisaged, referring to: preparatory spending, administrative and financial management under the responsibility of the project leader.
- Selection of project leader. The heavy economic and human resources load which has to be carried by the leader makes it advisable that this figure is chosen by the regions who have fully committed to the project.
- The definition of the tasks requiring outsourcing (whenever necessary), by the working groups. In any case, the estimated operating budget for the groups is a total which does not specify management modalities. It must be defined in detail subsequently by each group.
- Project results. The Atlantic Space programme requires projects to achieve specific and operational results. With regard to this, it is still to be defined whether the project is limited to producing a set of recommendations for the technical and management criteria to implement in logistics centres or if it is also evolving towards the creation of a network of Atlantic Arc logistics centres. It is for the project partners to resolve this question.



The Technical Assistant suggests that by late 2009, the list of participants should be drawn up, along with the budgeting. Letters of intent also need to have been received, given that the call for projects is expected for March-April 2010. Assuming this, the resolution of the applications is forecast for August-September, and as a result the project could start in October 2010. The execution period envisaged spans 10 months.

The Technical Assistant proposed that for September, the regions define their participation and make submissions on the questions which have been raised and not yet resolved. The document presented is a working document which must be developed through information exchange among possible partners.

Josu Benaito agrees that the working document, as well as future modifications, is to be circulated only to participants and that it will not be uploaded to the website until the project has been definitively presented.

In the meeting, several regions showed interest in the project, in particular:

- Asturias: Julian Bonet saw the project as very interesting and expressed the willingness of Asturias to take part. He agreed to get in touch with possible associate entities (FEVE, the port of Gijon, etc) to define possible participation with them.
- Castilla y León: Benito Diez expressed interest in participating in the project and that his region would work together with the CyLog logistics centres.
- Poitou Charentes: Genevieve Desgris thought the project attractive and believes that the region could take part with the Deux-Sevres Chamber of Commerce, who promoted the Nirot logistics centre project. The representatives of the Chamber consider it useful to make progress towards the creation of a network of logistics centres that could subsequently advance in specific cooperation projects
- Euskadi: Josu Benaito expressed Euskadi's interest in taking part in the project. He stated that for Euskadi, it was a strategic question due to the reality of international traffic, which the region is familiar with, and it has firmly decided to promote alternative modes. With regard to this, the Bilbao-Zeebrugge motorway of the sea is going to increase its service frequency and its only aid is from the Marco Polo programme. With respect to the project, Euskadi will communicate with the most appropriate local operators about joining.
- Aquitaine: Joelle Ballarin in turn spoke about Aquitaine's interest in the project although internal discussion of the matter was still required. For that reason, she hoped that certain aspects of the project could be defined in greater detail.
- Pays de la Loire: Elene Fortier also communicated her region's interest in participating.



As well, the technical assistant has received expressions of interest by different entities in taking part in the project, in particular the Aquitaine-Euskadi logistics platform, Devon, Basse Normandie and from the Vendas Novas municipality (Norte, Portugal region)

THE FUTURE OF THE EU TRANSPORT POLICY

The Technical Assistant presented the European Commission communication: **A sustainable future for transport: towards an integrated, technology-led and user friendly system**, which aims to summarise transport policies since 2001 and provide the basis for the upcoming White Paper on Transport 2010-2020.

The central lines of the new transport policies are:

1. Quality transport, accident-free and safe
2. Networks that are well maintained, fully integrated and operating as a single network
3. An environmentally-sustainable transport system
4. Maintain the EU's position as leader in infrastructures, services (passengers), logistics (freight) and transport technologies
5. Protect and develop human capital: facilitate training, adaptation, equality, improvement in work conditions
6. Intelligent prices to guide users: the prices should allow the user to see which option is best from economic and environmental viewpoints
7. Plan and regulate territory taking transport into account: improve accessibility and reduce transport needs (teleworking, remote care, e-government...)

NEXT MEETING

Having covered the work agenda, Josu Benaito thanked regional representatives for their participation and invited them to the next meeting which will be held in Asturias, probably on 6th November in Gijon.