



CPMR **NORTH SEA
COMMISSION**

Minutes of meeting in NSC Transport group in Kiel, Schleswig-Holstein, 23 October 2018

Time: 08:30 – 13:00 hrs.

Attendance:

Clr. Preben Friis-Hauge, South Denmark Region (Den), Chair

Jon Halvard Eide, Vest-Agder County Council (Nor), Adviser

Clr. Kåre Petersen, Vestfold County Council (Nor), Vice Chair

Eileen von Elsner, Schleswig-Holstein (Ger)

Clr. Erik Johanson, Örebro Region (Swe)

Dino Keljalic, Örebro Region (Swe)

Tomas Österlund, Västra Götaland Region (Swe)

Clr. Jack Narve Sæther, Møre og Romsdal County Council (Nor)

Kai Bedringås, Møre og Romsdal County Council (Nor)

Benedicte Bjerkvik, Møre og Romsdal County Council (Nor)

Clr. Kjartan Alexander Lunde, Rogaland County Council (Nor)

Philip Smart, Aberdeenshire Council (Sco)

Daniel Koelikamp, Province of Groningen (NL)

Erik Ørskov, South Denmark Region (Den)

Hanne-Marie Sieg Sørensen, Central Denmark Region (Den)

Tommy Madsen, Region North Jutland (Den) [22 October only]

External participants

Sarah Holsen, Interreg North Sea Region Programme Secretariat

Jenny Thomsen, Interreg North Sea Region Programme Secretariat

Cathrin Prikker, MARIKO GmbH (Germany)

Apologies

Cllr. John Reynolds, Aberdeen City (SCO), Vice Chair

Cllr. Bill Howatson, Provost of Aberdeenshire Council (Sco)

Cllr. Mathias Bernander, Vest-Agder County Council (Nor)

Melissa Frödin, Assistant Executive Secretary, CPMR North Sea Commission

Niklas Cederby, Vestfold County Council (Nor)

Cllr. Per Olav Hopsø, Trøndelag County Council (Nor).

0. Welcome and presentation of participants

The Chair welcomed the participants to the meeting – in particular Tomas Österlund and Benedicte Bjerkvik who attended a group meeting for the first time. The participants then briefly introduced themselves.

1. Minutes from meeting in Fredrikstad 13 June 2018

The minutes were originally distributed on 26 June and again on 13 October. Nobody had comments to the minutes.

Decision & follow-up

The minutes were approved.

2. General information on NSC and CPMR activities, by the Adviser and the Chair

As no representatives of the Presidency and the Secretariat were able to attend, the Chair and the Adviser provided information about the items below. Check in at the homepage for relevant news: <https://cpmr-northsea.org/>

The Adviser briefly reported from the meeting of the NSC Brexit Task Force and the Adviser meeting in Brussels on 20 September.

He also gave a brief report from the meeting of the NSC Strategy Task Force in Brussels on 21 September. He explained that this Task Force consists of the NSC Secretariat, thematic advisers and officers from countries without advisers (DE, UK, DK and BE). The meeting reviewed the experiences with the process of developing the current strategy in 2010 – 2011, and discussed whether the challenges, opportunities and priority areas of the current strategy are still valid. The Adviser mentioned that a large majority of the NSC members believe that the priorities of the current strategy are still valid, with the exception of the priority "Sustainable Communities" which is considered to be too broad. He also highlighted that the members of the thematic groups are requested to discuss and provide input to the new strategy in the upcoming meetings.

The Chair reported that the Executive Committee meeting on 11 October had heard reports from the thematic groups, Brexit Task Force, the CPMR and the North Sea Region Programme – as well as on the North Sea energy cooperation and future of Territorial Cooperation (Interreg). He mentioned that

the Executive Committee was also updated on the meeting of the Strategy Task Force, and decided on a new fee model – lowering the population threshold of the medium payment category.

The Chair informed that the Annual Business Meeting & North Sea Conference would take place in Gothenburg in June 2019, but that the specific dates have not yet been settled – awaiting confirmation from the NSC Presidency.

The Adviser informed that the CPMR General Assembly took place in Funchal, Madeira on 17 – 19 October. Some +200 participants from most member regions attended this event, including representatives of many NSC member regions. The Chair, Vice Chair Pettersen, Vice Chair Reynolds, the Adviser, Dino and Erik from Örebro participated from the Transport group.

The General Assembly had sessions on the future of Europe, maritime policy, cohesion, energy & climate change, migration, the CPMR strategic plan and accessibility. The latter session discussed the proposal for a draft regulation on the CEF post 2020, with interventions from an MEP, a DG Move staff member and two Spanish member regions.

NSC member regions submitted several amendments to the transport chapter of the final declaration which were adopted with some modifications. These amendments highlighted concerns for accessibility and maritime transport, as well as the need to reduce the carbon footprint from transport. **The Chair** thanked the Adviser for his contribution to the drafting of these amendments.

News from the General Assembly are expected to be posted at the homepage soon:

<https://cpmr.org/news/>

Erik Johansson informed that a politician from Stockholm County Council will take over as Chair of the BSC Transport group from 1 January. He also mentioned that the group has been promoting the Bothnian Corridor and Stockholm-Oslo as new alignments under the ScanMed corridor. Erik regretted in this context that the ScanMed would be prolonged from Stockholm and northwards and not from Örebro.

3. Round table on recent transport developments (plans, strategies, infrastructure projects and investments, regulatory schemes etc.), in member regions

Örebro Region

The region will be part of a trial, testing out electrical highways for heavy good vehicles between Örebro city and the big rail terminal in Halsberg – a stretch of some 30 km. The vehicles will be driving on a magnetic field in the road to generate electricity. The intention is to roll out the results of such trials on a larger scale as part of a coherent electrical road network in Sweden. *Read more here (Swedish only):* <https://www.svt.se/nyheter/lokalt/orebro/orebro-lan-kan-fa-elvag>

Örebro will be involved in the Interreg Baltic Sea Region project "COMBINED", which is focusing on multimodal high capacity transport. Its role in the project is to conduct a pilot with focus on the "last mile". It more concretely deals with investigating the opportunities to implement HCT (High Capacity Transports) – with longer and/or heavier vehicles for transports to/from rail terminals.

Møre og Romsdal

Informed that the Norwegian government has now decided to keep the subsidy scheme for electrical vehicles (EVs) – whereby EVs are exempted from taxes, have access to public transport lanes and

enjoy free / lower fees for toll roads and parking (the arrangements for the latter are however varying between different regions and cities in Norway).

Aberdeenshire

Has started a lighthouse pilot on demand-responsive public transport in rural areas in the context of the Interreg North Sea Region (NSR) project G-Patra. <https://northsearegion.eu/g-patra#>

Within the NSR project HyTRec 2 <https://northsearegion.eu/hytrec2#>, the council is engaged in trials for Hydrogen vehicles.

Rogaland

It has been decided to introduce congestion charges around the city of Stavanger from 1 October to help reduce traffic by 20% in peak hours. The charges are expected to make more people bike and use public transport. The charges are earmarked for funding the bike highway Stavanger-Sandnes and the bus highway in the same area.

Rogaland has opened a public tender on Hydrogen ferries in the county.

Groningen

The province has finalised the tender on bus concessions. As a result, 150 busses, corresponding to half of the fleet, will be electric by 2019. Groningen will also scale up Hydrogen (H2) buses.

A full investigation of the rail tracks in Northern Netherlands has been launched in order to identify the best solution for zero emission rail operations (the rail network is currently not electrified). This will involve pilots on battery and H2 trains.

Groningen is partner to an application on automated road transport under the NSR programme (ART-Forum), and **Daniel** thanked the Transport group for having issued a letter of support to the application (attached to the background papers which were distributed on 13 October).

Vestfold

The Norwegian Transport minister recently opened the first sea-based testing ground for autonomous vessels in Vestfold. The vessel will traffic the stretch Larvik – Porsgrunn and is expected to replace 40 000 road lorries – something which would have a very good climate impact.

A new rail track between the counties of Vestfold and Telemark has been opened. The new track is expected to significantly reduce travel time.

South Denmark

Work is ongoing to increase the capacity from 4 – 6 lanes on congested road sections in the region. There are furthermore ideas for building a new coast road in western Jutland to take traffic away from E45.

The plans for an "Hour model" for rail frequency have been abandoned due to lack of financing. It is not now likely that a rail line to Denmark's second biggest airport in Billund will be realised.

Central Denmark [based on written confirmation after the meeting]

The regions in Denmark do not have the option to invest in infrastructure. Exceptions being the light rail in the greater Aarhus area and a small railway in the Western part of the Region.

Therefore; we concentrate our efforts – in collaboration with the 19 Municipalities in the region - on trying to influence the State to invest in infrastructure in our region.

The Danish Road Directorate have ongoing projects with the intention of expanding the E45 motorway between Vejle and Randers from four to six lanes.

Currently, an ongoing feasibility study for a new motorway north-south through the centre of Jutland is taking place.

Various railway projects are ongoing while others are in the planning phase, i.e. electrifications of the core network and a general upgrading of the existing rail network. A new railway between Aarhus and Silkeborg, where there is a lot of commuter traffic, is also high on the wish list for the Region.

We have a vision to connect Denmark with a bridge/tunnel across the Kattegat Sea between Jutland and Zealand. The government has taken this project seriously at last, and DKK 60m have been set aside for a feasibility study of the project.

The new light rail opened last year in the central Aarhus area. In August this year it was expanded to the town of Odder south of Aarhus. In 2019 it will open between the northern part of Aarhus and the town of Grenaa on the Djursland peninsula. The light rail has come about as a common project for the Region and the Municipalities, and will have (already has) a positive impact on the public transportation in the greater Aarhus area.

Västra Götaland

The region is putting much efforts into realising the visions for a fossil free transport in the context of the "Climate 2030 strategy". The region has also participated in trials on electrical highways similar to what's mentioned in the report from Örebro.

The public transport in Gothenburg is 96% renewable in terms of fuel consumption. The region is still working to improve the infrastructure for bio fuels. A strategy for sustainable cargo handling – "fossil free freight" – has been launched.

Lower Saxony

Working groups have been established to promote the introduction of H2 in the transport sector.

Conclusions & follow-up

- In line with previous recommendations from group meetings, members are encouraged to report on relevant transport developments in their regions on a more continuous basis in order to enhance the opportunities for mutual learning. Reports should at least be submitted ahead of group meetings – in order to improve accuracy & completeness and to save time in the meeting.

4. Mapping of interests and priorities among members

Background

This item was first discussed at the group meeting in Groningen on 23 February, where an outline for the mapping was presented. The purpose of this exercise is to identify issues of common interest among group members as a basis for "clustering" members with similar interests. This would in turn improve the conditions for mutual learning and exchange. A questionnaire was distributed to the group ahead of the meeting in Fredrikstad on 13 June – to which Aberdeenshire, Hordaland and Lower Saxony have responded.

The Adviser admitted that he had not updated the format for this mapping as agreed in Fredrikstad, but believed that more group members should still provide input.

Conclusions & follow-up

- More member regions are requested to respond to the questionnaire. A revised version will be sent out again together with a reminder.

5. Clean transport

5.1 Status for Task Holders & Team

After the previous meeting in Fredrikstad, Daniel and Niklas were confirmed as task holders for clean transport. In the meeting, Tomas Österlund from Västra Götaland Region confirmed his willingness to join the clean transport team.

5.2 Follow-up of decisions from previous meeting, plans for future activities

Daniel mentioned that he had sent out an updated version of the report on "alternative fuels in public transport and other transport services" on 20 October. The following member regions have contributed with updates to this version: Groningen, Aberdeen City, Aberdeenshire, Møre and Romsdal county, South Denmark Region and Vestfold. The updates are mostly concerning regional strategies and public transport & buses. Daniel noted that many regions have adopted ambitious targets for low emission transport, and there is obviously a lot going on within the regions.

Daniel also informed that members of the Transport group have contributed to a common NSC paper on Hydrogen (H₂) on the initiative of the Energy and Climate Change group (ECCG) [see paper distributed by the Adviser on 13 October]. The intention of this paper is to raise the profile on H₂ in EU policy. The paper is still open for input from other members. A complete draft paper is likely to be ready to the common event with the ECCG in Brussels on 28 February.

Conclusions & follow-up

- More members are requested to contribute with updates to the mapping of alternative fuels.
- Members are encouraged to contribute to the position paper on H₂

6. Clean shipping

6.1 Set up of clean shipping team

Hordaland has informed that Mr. Oddmund Sylta will replace Matti Torgersen as their member of the clean shipping team. Kai Bedringås informed the meeting that he will step down as task holder due to changed duties in the council. He will be replaced by Ms. Benedicte Bjerkvik – also from Møre og Romsdal.

6.2 Follow-up of decisions from previous meeting, plans for future activities by Kai Bedringås

No more contributions have been received on the mapping of clean shipping practices in the NSC member regions.

Kai made a presentation with ideas on relevant activities for the NSC, information on regulations and practices on shore side electricity and LNG. The presentation is attached herewith.

Comments

It is difficult to ask ports for installing shore side facilities before an international standard for electrical frequency has been adopted. This issue might be interesting to further explore at the policy level.

It is important to continue to monitor policies and industry practices within this field.

International regulations through IMO and the EU have proved to be effective in changing the practices in the industry, cf. the experiences with the implementation of the Sulphur Directive.

Conclusions & follow-up

- Kai is requested to facilitate a good transition of tasks with Benedicte
- Benedicte is encouraged to establish contact with Oddmund Sylta in Hordaland and to agree on tasks in cooperation with the West-Norway Brussels Office.
- Members from non-Norwegian regions are (still) requested to join the clean shipping team.
- The clean shipping team is requested to investigate if CLIA (Cruise Lines International Association) has issued any policy position – as they have indicated an intention of doing.
- Port representatives should be invited to present their practices and activities at the common event with the NSC ECCG in February.

7. TEN-T & CEF

The Adviser made a brief introduction on the proposal for a draft CEF regulation which was published by the European Commission on 6 June. He reported from the meeting of the CPMR Transport Working Group on 4 September. He also informed about the NSC & CPMR input to draft regulation in accordance with the activity report to the Executive Committee (included in the background papers for the meeting). He furthermore informed about the input of the Transport group to CPMRs reaction to the challenge of connecting Ireland after Brexit.

He mentioned that DG Move will launch a consultation on the configuration of the future TEN-T post 2023 later this autumn – expected to close in the winter. He believed that the group should be prepared to respond to this consultation, and will distribute further information as soon it's available.

Comments

As for the Irish connection, it was noted that the vast majority of traffic is currently going from UK to Ireland, followed by flows to Continental ports. There is thus not much traffic between Ireland and French ports at the Atlantic coast. The market has anyhow already decided on which are the most efficient & profitable routes – something which should not be complicated by political positions.

Different views exist on whether there are feasible technological solutions to handle pre-registration and clearance in conjunction with custom procedures in the context of Brexit.

It is a challenge that DG Move applies current transport flows and not future flows as the basis for the TEN-T revision. The NSC input should also try to anticipate future flows in terms of industry developments.

Conclusions & follow-up

- NSC regions in EU member states should consider if they are in a position to promote & defend NSC-supported alignments, cf. the prolongation of ScanMed at Jutland and Oslo-Stockholm, towards respective national governments up to the decision of the EU Council on the CEF.
- The Adviser distributes information about the upcoming EU consultation on the configuration of the future TEN-T network as soon it's opened.

8. Members involvement in new applications for transport projects under EU programmes

8.1 Update on transport projects and recent applications to the Interreg North Sea Region Programme and future calls, by Sarah Holsen and Jenny Thomsen, Programme Secretariat in Viborg

Sarah and **Jenny** did a presentation on the state of play of programme implementation with focus on the transport priority. In-depth presentations were given two transport projects: SEEV4-City and Share North. They also informed about upcoming calls. The presentation is attached with these minutes.

The meeting noted with satisfaction that NSC member regions are fairly well represented in projects, cf. the map on geographical distribution of project partners in the presentation.

Nothing is so far known about the process & timeline for a future NSRP programme.

Recommendations for the geography of future ETC programmes have not yet been presented. It can be noted that mobility is among the menu of policy objectives in the draft ETC regulation, and would therefore be an eligible priority if selected by the involved member states and regions. The programming process could at the earliest start after the EU long-term budget has been adopted (scheduled for May 2019) – may be sometime early 2020. The Secretariat will anyhow have to await signals from the Monitoring Committee of the programme through the member states.

It would be reasonable to coordinate the new NSC strategy with the programming process. The NSC is naturally eager to have a new NSRP post 2020, and will certainly engage in support of that.

8.2 Discussion of ideas (if any?) for transport projects

Sarah and **Jenny** did not know about any emerging ideas for transport projects.

The Adviser mentioned that he had heard about project ideas related to combined solutions for passenger and freight in insular/rural areas, as well as of a development of the transport corridor from Northern Netherlands to Scandinavia.

Conclusions & follow-up

- Members are encouraged to forward relevant partner search requests to the rest of the group if they should become acquainted with any
- Members involved in running transport projects are encouraged to keep the group up to date of the progress of these projects.

9. Joint event with the NSC group for Energy and Climate Change in Q1 2019

It has now been decided that this event will take place in Brussels on 28 February – presumably from the morning. The duration of the event would also depend upon the number of speakers. Further information will follow after consultations with the ECCG.

Conclusions & follow-up

- Group members are encouraged to think about relevant external speakers to invite – hereunder speakers related to clean shipping.
- The Adviser communicates information about start- and end times as soon as they have been settled.

10. Dates and venue for next meeting

27 February in Brussels – back to back with the above-mentioned event. Start time from lunch – possibly later to accommodate the travel schedule of members.

Conclusions & follow-up

- Kåre Pettersen will contact the Oslo Region Brussels Office to check whether they could host the meeting.
- Philip Smart will check how late the meeting should start in order for participants from Aberdeen/shire to make it by starting the travel the same morning.

The June meeting will be organised in conjunction with the Annual Business Meeting & North Sea Conference in Gothenburg in June 2019. The dates for this event have not yet been decided, but will be communicated as soon they become available.

11. AOB

No issues were reported under this item.

The Chair summed up the decisions from the meeting in line with what's contained in these minutes. He took the opportunity to thank the hosts in Schleswig-Holstein for having organised interesting visits and meetings with the Port of Kiel and the Ministry of Transport – as well as for excellent catering and facilities.