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Minutes of the 57th NSC Executive Committee Meeting, 31st October 2011, CPMR Office, Schuman 14, Brussels, Belgium

NSC Executive Committee Participants:

President	Cllr. Gunn Marit Helgesen (Telemark fylkeskommune)
Vice - President	Cllr. John Lamb (Southend)
Vice-President	Cllr. Ole B. Sørensen (Region Nordjylland)
Danish Representative	Cllr. Henning Gjellerod (Region Midtjylland)
Dutch Representative	not represented
English Representative	not represented
French Representative	not represented
German Representative	Cllr. Wilfried Wengler (Land Schleswig-Holstein)
Norwegian Representative	not represented
Scottish Representative	Cllr. Kate Dean (Aberdeen City Council)
Swedish Representative	Cllr. Annelie Stark (Region Västra Götaland)
Executive Secretary	Lars Haukvik
Assistant Executive Secretary	Vibeke Jakobsen

NSC Chairs/Vice-Chairs of Thematic Groups present:

Culture and Tourism	Cllr. Frederikke Stensrød (Østfold Council)
Innovation and Education	Cllr. Ole B. Sørensen (Region Nordjylland)
	Cllr. Ellen Solheim, (Rogaland Council)
	Cllr. Kate Dean (Aberdeen City Council)
Sustainable Development	Cllr. John Lamb (Southend)
	Cllr. Henrik Ringbæk Madsen (Region Nordjylland)
Marine Resources	not represented
Transport	Cllr. Preben Friis-Hauge (South Denmark)

NSC Thematic Group Advisers present:

Culture and Tourism	Geir Sør-Reime (Rogaland Council)
Innovation and Education	Erik Lindboe (Rogaland Council)
Sustainable Development	Yasa Ratnayeke (Aberdeen City Council)
Marine Resources	Anne Bell (NSC)
Transport	Jon Hallvard Eide (Vest-Agder fylkeskommune)

Supporting officers and Observers:

Twan Janssen (SNN)
Runa Coxeter (Region Nordjylland)
Magnus Engelbrektsson (Region Västra Götaland)
Christian Bruns (Bremen)
Henrik Jensen (Region Midtjylland)



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Charlotte Lillefjære-Tertnæs (Hordaland County)
Bettina Rafaelsen (COWI)
Christian Byrith (Interreg North Sea Programme)
Eleni Marianou (CPMR)
Andrew Sors (CPMR)
Torsten Raff (Bremen)
Thomas Engelke (Land Schleswig-Holstein)
Wim Stoker (Nord-Holland)

Apologies:

Cllr. Tom Christer Nilsen (Hordaland)
Cllr. Heinz Maurus (Schleswig-Holstein)
Cllr. Thore Westermoen (Vest-Agder)
Cllr. Piet de Vey Mestdag (Groningen)
Cllr. Anders Fasth (Regoin Västra Götaland)

The Executive committee was welcomed by Andrew Sors to CPMR and their premises in Brussels.

1. Minutes last meeting, 21st June 2011 at Provincial Court, Bruges, Belgium.

The minutes were adopted.

Twan Jansen did not attend the meeting as it was stated in the minutes.

7. NSC GA 2012

This point was moved forward in the agenda.

Torsten Raff informed about the setup for the conference. Next year the conference will start with a plenary the first day, followed by the future cafes, study tours the 2nd day and the Annual Business Meeting on the 3rd day followed by the Executive Committee meeting in the afternoon. The conference starts on Monday 18th June and finish on Wednesday 20th.

The joint conference will be in Bremerhaven but the Annual Business Meeting will be in Bremen.

It was proposed to make a “Bremen Declaration” as a statement from the GA.

Decision;

- 1. The setup of the conference was agreed as presented for the meeting.***
- 2. It was agreed to make a declaration as a statement after the General Assembly, the first draft of the “Bremen Declaration” will be presented at the next ExCom meeting.***

2. North Sea Region 2020

Bettina Rafaelsen from COWI presented the 22 different responses summed up in the paper “NSR2020 table of comments” prepared for the meeting.

The paper had sorted the responses into 3 groups, small changes (green), changes to go to thematic groups (blue) and responses to be dealt with in the Executive Committee (pink) as described in the table below.

Legend:	Explanation	Example
To be discussed by ExCom and action decided (pink)	Comments which concern the overall strategy, the scope of the strategy, the implementation of strategy, next steps etc.	Widen the scope of the strategy to cover all of the NSR
To be reviewed by relevant TG (thematic group) and action decided (blue)	Comments which concern changes to priorities (name, content, focus areas, measures)	Change name of priority and move content to another priority
Can be done by drafting team if mandated by ExCOM (green)	Smaller changes to the text which will not changes overall strategy not priorities - mostly additions, text changes, clarification	Add biogas to

The presentation was followed by a general discussion.

The Executive Committee has a mandate to make minor changes to the document. A finalized document should be finished soon the time is limited. The discussion concluded;

- We should restrict ourselves to what was decided in Bruges.
- This is a living document, only minor changes should be decided now and we have to adopt the paper today.

The ExCom 's ambitions is to be active and meet up with politicians in every country and to hold a stakeholder conference during 2012.

The ExCom then discussed the paper "NSR 2020 table of comments" and the responses.

Decision:

- 1. The responses and proposals colored "pink" was discussed and decided by the Executive Committee not to be included in the document, except the following responses;***
 - a. Norway to be treated as equal partner in the document.***
 - b. A small paragraph about nuclear power and their emissions***
 - c. Refer to the Maritime Framework Directive***
 - d. The importance of regional airports.***
- 2. The Executive Committee mandates the thematic groups to review and decide on the treatment of responses and proposals colored "blue before next meeting of the Executive Committee.***
- 3. The Executive Committee mandates the drafting team (Lars, Bettina and Jon Halvard) to decide on the treatment of responses and proposals colored "green***
- 4. It was decided to make an Executive Summary of the strategy of 2 pages.***



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3. *Reports:*

All groups had submitted written reports for the meeting and the following was highlighted at the meeting. The following groups had additional comments to their written reports.

Culture and Tourism Group by Frederikke Stensrød

- One of the goals the group is working for is to get more people visiting our regions. Neighborhood visitors are very important.
- The group would like to have members from Germany and England as active members in the group.
- Next meeting is 21st. of November in Denmark

Marine Resources Group by Ann Bell.

- Has been working with the Forum application which now has been sent in.
- She would like to thank the two members from Germany for their support letters.

Decision;

1. *The NSC Executive Committee approves the reports and supports the work of the NSC.*

4. *Work Plans*

In the future the thematic groups must respond to the NSR2020 priorities into the work plans. The presidents, Gunn Marit, Ole and John asked to be included on the mailing lists for all the thematic groups. Preben Friis-Hauge informed about the Ten-T, Transport Corridors, presentation and paper attached.

Decision;

1. *The Executive Committee supports the work plans as presented in the papers from the thematic groups.*

5. *Elections*

Following positions are vacant for the meeting of the Executive Committee 31 October 2011:

- Vice-Chair Sustainable Development group
- Vice-Chair Innovation & Education group

The secretariat has not received any candidates for the positions.

Internal Changes of the thematic groups

Transport group:

New chair is Preben Friis-Hauge and Leif Blomquist steps down as the chair but continue as a vice-chair.

Innovation & Education group:

Kate Dean was elected as new chair to replace Vice-President Ole B. Sørensen

Sustainable Development group:

Henrik Ringbæk Madsen was elected as new chair to replace Vice-President John Lamb.



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Decision;

- 1. The changes were adopted.***

6. NSC Finances

The submissions of 10.10.11 and the financial situation were presented as in the paper.

The Executive Secretary foresees a deficit for 2011 due to extra costs for the NSR 2020. From previous years the NSC has a disposal that will cover the extra costs.

Decision;

- 1. The Executive Committee approves the submissions of 10.10.11.***

8. Next meeting

Next meeting in the Executive Committee is in Gothenburg 22nd and 23rd of February 2012.

9. AOB

Nothing



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Presentation by Cllr. Preben Friis-Hauge on the Proposals for new TEN-T network

http://ec.europa.eu/transport/infrastructure/connecting/revision-t_en.htm

The European Commission published its proposals for the new TEN-T network on 19 October. This package includes a proposal for a new TEN-T regulation, a proposal for a regulation establishing the so-called 'Connecting Europe Facility' which will be the main source of EU co-funding for TEN-T and a set of maps for different networks by transport mode and country.

This proposal from the European Commission will now be discussed in the Council Working Group on Transport and in the TRAN committee of the European Parliament.

The new policy sets out a much smaller and more tightly defined transport network for Europe. It aims to focus spending on a smaller number of projects where real EU added value can be realised. Member States will also face more rigorous requirements in terms of common specifications which will work cross-border, and legal obligations actually to complete the project.

The TEN-T network consists of two layers: a core network to be completed by 2030 and a comprehensive network feeding into this, to be completed by 2050. Both layers include all transport modes: road, rail, air, inland waterways and maritime transport, as well as intermodal platforms

The comprehensive network, will ensure full coverage of the EU and accessibility of all regions, feeding into the core network from the regional and national level.

The core network will prioritize the most important links and nodes of the TEN-T, to be fully functional until 2030, at a cost of 250 bn Euro. The implementation of the core network will be facilitated using a corridor approach. Ten (10) corridors will provide the basis for the co-ordinated development of infrastructure within the core network. Covering at least 3 transport modes, 3 Member States and 2 cross-border sections, these corridors will bring together the Member States concerned, as well as the relevant stakeholders, for example infrastructure managers, regions and users.

The TEN-T guidelines set common requirements for the TEN-T infrastructure – with tougher requirements for the core network on technical standards (interoperability, safety), capacity and legal obligations for the member states receiving funding

The core network will connect:

- 83 main European ports with rail and road links
- 37 key airports with rail connections into major cities
- 15,000 km of railway line upgraded to high speed
- 35 cross border projects to reduce bottlenecks

Examples of core network nodes, ports and airports in the North Sea Region:

- **Capitals and urban nodes**, including Antwerpen, Rotterdam, Århus, Bremen, Hamburg, Göteborg, Malmö, Birmingham, Edinburgh



- **Maritime ports:** Århus, Copenhagen, Gothenburg, Malmö, Trelleborg Bremerhaven, Bremen, Hamburg, Wilhelmshaven, Dover, Felixstowe, Forth (Edinburgh), Grimsby, Immingham, Amsterdam, Rotterdam, Terneuzen Vlissingen, Antwerpen, Zeebrugge, Oslo and Narvik (NO)

Examples of pre-identified projects in the North Sea Region

- upgrading of several rail sections (Amsterdam – Utrecht – Arnhem)
- Studies on inland waterways locks in Amsterdam
- interconnections port and multimodal platforms Felixstow – Midlands
- Upgrading of inland waterways in Elbe from Hamburg and south-east
- works ongoing on specific rail sections Stockholm – Malmö (Nordic Triangle)
- Fehmarn Belt fixed link (DK – Ger) by 2020/2027
- Upgrading of inland waterway from Basel - Rotterdam/Amsterdam/Antwerpen
- Studies on port locks in Zeebrugge
- Upgrading of rail Glasgow – Edinburgh
- Locks and hinterland connections from Antwerp
- Rail Malmö - Göteborg

Funding

The Connecting Europe Facility makes available 31.7 billion euros for transport infrastructure for the next financial period 2012–2020. 80% of this money will be used to support:

Core network projects priority projects along the 10 implementing corridors on the core network.

Funding will also be available for a limited number of other sections projects of high European added value on the core network.

Funding for **horizontal projects** – these are related to traffic management systems within rail and air transport

The remaining funding (ca 6 bn Euro) can be made available for ad hoc projects, including for projects on the comprehensive network.

The normal **co-financing rates** for TEN-T projects on the core network will be:

Up to 50% EU co-financing for studies.

For works up to 20% (for example exploratory works for a major tunnel)

There are certain possibilities to increase co-financing for cross-border projects for rail and inland waterway connections (up to 40%).

For certain ITS projects, like ERTMS, higher co-financing of up to 50% can be made available to support Member States making the transition

There is a very **strong leverage effect from TEN-T funding**. Experience in recent years shows that every 1 million euros spent at European level will generate 5 million from Member State governments and 20 million from the private sector

NORTH SEA

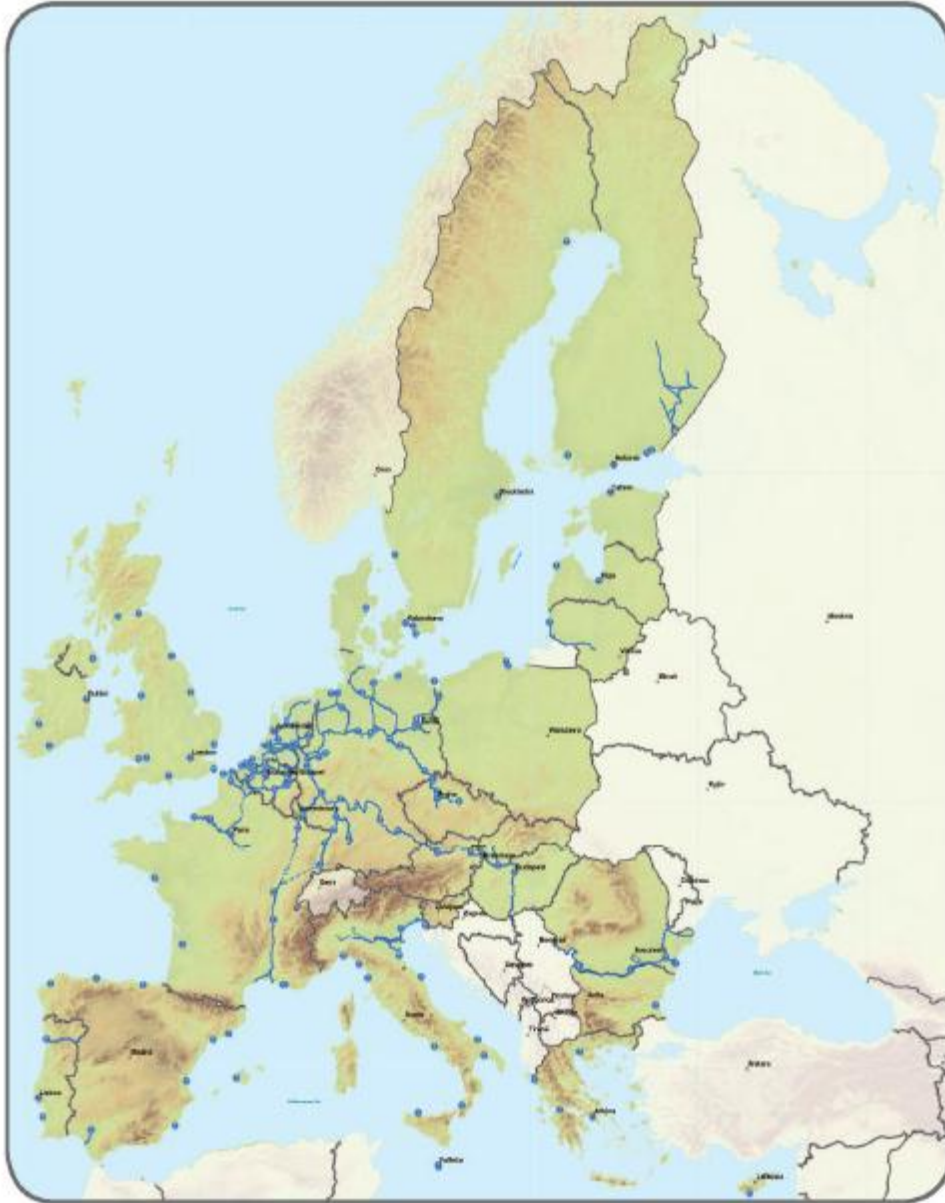


COMMISSION

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TRANS-EUROPEAN TRANSPORT NETWORK
Core Network:
Inland waterways and ports
EU Member States



Core	Core
Inland Waterways / Completed	Ports
Inland Waterways / To be upgraded	
Inland Waterways / Planned	

TEN-T logo