



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 3 October 2007

13057/07

**TRANS 277
MAR 72
ECOFIN 373**

COVER NOTE

from: Secretary-General of the European Commission,
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 28 September 2007

to: Mr Javier SOLANA, Secretary-General/High Representative

Subject: Commission Decision C(2007) 4396 of 27 September 2007 amending Decision
No C (2005) 2754 and designating two new European Coordinators for certain
trans-European transport network projects

Delegations will find attached Commission document C(2007) 4396 Final.

Encl.: C(2007) 4396 Final



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 27.9.2007
C(2007) 4396 final

COMMISSION DECISION

C(2007) 4396 of 27 September 2007

**amending Decision No C (2005) 2754 and designating two new European Coordinators
for certain trans-European transport network projects**

COMMUNICATION FROM THE COMMISSION

Designation of European Coordinators for certain trans-European transport network projects

On 20 July 2005 the Commission adopted a Decision¹ on the designation of an initial series of six European Coordinators to facilitate the coordinated implementation of certain projects between Member States.

This mechanism has proved particularly useful for major projects crossing several borders where there are political difficulties regarding some sections, whether these arise during the design phase (differences regarding the route or the timetable), the funding phase (split of funding between the Member States concerned) or the construction phase (official procedures).

On the whole the results obtained by the first six coordinators have been very encouraging. The presence of a European Coordinator – who has become a reference figure – has thus had a positive impact on strengthening the dialogue between the different parties or Member States concerned by these routes. Having a Coordinator has also favoured the development of a "corridor" approach which did not previously exist and which allows a better understanding of the interactions between the various constituent projects. The results obtained so far show that the Coordinators' efforts have been crucial to the conclusion of certain agreements, and have made it possible to formalise some commitments both at the political level and as regards carrying out studies or starting work. Encouraged by this decisive experience, the Commission now wishes to designate two new Coordinators, responsible for inland waterways and "motorways of the sea" respectively. The designation of European Coordinators for these two projects is necessary in order to give an impetus to these sectors, which have great potential – particularly in the context of a sustainable transport policy – but which also have significant implementation difficulties to tackle. These Europe-wide projects call for greater technical, administrative and financial coordination between all the stakeholders, and the presence of a European Coordinator could be the key to their success.

¹ Commission Decision No C (2005) 2754 of 20 July 2005, as amended – following the death of one of the European Coordinators – by Decision No C (2007) 3190 of 5 July 2007.

1. The projects concerned

Projects	Sections concerned identified by Parliament and the Council (completion date set)
Priority Project No 18 "Rhine/Meuse-Main-Danube" inland waterway axis	- Rhine-Meuse with the lock of Lannaye as cross-border section (2019) - Vilshofen-Straubing (2013) - Vienna-Bratislava cross-border section (2015) - Palkovikovo-Mohács (2014) - Bottlenecks in Romania and Bulgaria (2011)
Priority Project No 30 "Inland waterway Seine-Scheldt"	- Navigability improvements Deulemont-Ghent (2012-2016) - Compiègne-Cambrai (2012-2016)
Priority Project No 21 "Motorways of the sea"	- Motorway of the Baltic Sea - Motorway of the sea of Western Europe - Motorway of the sea of south-east Europe - Motorway of the sea of south-west Europe

The Decision of the Parliament and of the Council provides that the Coordinator's mission will normally relate to a single project but, if necessary, may be extended to the whole of a main route or transport system. For the above projects it would seem particularly appropriate to ask the Coordinator to take as broad a view as possible of these issues. In this context it will be essential for the Coordinator of the "motorways of the sea" project to ensure cohesion between the measures supported by the TEN-T and Marco Polo programmes, just as the Coordinator of "inland waterways" will monitor the implementation of the "River Information Services" throughout the trans-European network of inland waterways with a view to making this mode of transport more efficient and competitive.

2. The Coordinators' mission

The mission of these two new Coordinators is not confined to a particular section but must contribute to facilitating coordination over the entire route concerned by the projects in question. In accordance with Article 17a of the Decision of 29 April 2004 of the Parliament and of the Council,

"Coordinators shall:

promote joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects;

draw up a report every year on the progress made in implementing the projects, new regulatory or other developments which could affect the characteristics of the projects and any difficulties and obstacles which may result in a significant delay in relation to the dates agreed by Parliament and the Council;

consult, together with the Member States concerned, regional and local authorities, operators, transport users, and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding."

The full list of tasks demanded of the Coordinators is set out in the Annex to the Decision submitted to the College which designates the Coordinators. This list includes, in addition to the abovementioned tasks laid down by Parliament and the Council, important tasks for preparing the calls for proposals which the Commission will be holding in the framework of the financial programming for 2007-13. The other administrative aspects (such as the coverage of ongoing expenses or the technical assistance given to the Coordinators by the Commission) remain unchanged in relation to the Decision designating the first six Coordinators. In view of the political nature of the Coordinators' work, assistance will continue to be given by DG TREN even after the Trans-European Transport Network Executive Agency has become operational.

From the experience gathered at the beginning of the mandate of the first six European Coordinators, the average workload for a European Coordinator will be around 3-8 working days per month. This workload is expected to steady by the end of the first year and then become less and less in the course of implementation of the projects.

3. The Coordinators' profile

In accordance with the procedure provided for in the Decision of the European Parliament and of the Council of 29 April 2004, the European Coordinators must be designated after consulting Parliament, and with the agreement of the Member States concerned. After obtaining the agreement of Coreper, the Commission consulted Parliament by letter dated 25 June 2007 from Mr Barrot, Vice President of the Commission, to M. Pöttering, President of the European Parliament. Parliament's Committee on Transport (TRAN) delivered a favourable opinion, confirmed by the Conference of Presidents of Parliament on [...] 2007.

Article 17a(2), as introduced by the abovementioned Decision of the Parliament and of the Council, provides that "the European Coordinator shall be chosen, in particular, on the basis of his/her experience of European institutions and knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects".

Considering their status as former Ministers of Transport and, in the case of the proposed Coordinator for inland waterways, as a former Member of the European Parliament, the two persons selected satisfy these conditions. The choice was the outcome of a very broad consensus of the stakeholders, taking account of their outstanding technical and management expertise.

For this second series of coordinators, it is therefore proposed to designate:

- Mr Luis Valente de Oliveira for Priority Project No 21 "Motorways of the sea";
- Ms Karla Peijs for inland waterways, two axes of which (No 18 "Rhine/Meuse-Main-Danube" and No 30 " Inland waterway Seine-Scheldt") are among the Priority Projects.

COMMISSION DECISION

C(2007) 4396 of 27 September 2007

amending Decision No C (2005) 2754 and designating two new European Coordinators for certain trans-European transport network projects

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network², and in particular Article 17a(1) thereof,

Having regard to Commission Decision No C (2005) 2754 of 20 July 2005³,

Having regard to the opinion of the European Parliament,

Whereas:

- (1) Decision No 1692/96/EC, as amended by Decision No 884/2004/EC, identifies projects of common interest which are intended to contribute to the development of this network and states that 30 priority projects, defined in Annex III, are of European interest, including the projects to which the European Council in Essen in 1994 and the European Council in Dublin in 1996 attached special importance.
- (2) Mechanisms need to be introduced to encourage cooperation between Member States and to enable the Commission and the Member States concerned to follow the progress made on projects more closely and to have a better overview of the work with a view to making it easier to complete the projects within the timescale laid down by Decision No 1692/96/EC for the sections of the priority projects.
- (3) Closer coordination between the Member States involved in projects on the same route or the same seaboard may improve the return on investment and make it easier to synchronise investments and mobilise investors.
- (4) Under Article 17a of Decision No 1692/96/EC, the Commission may designate European Coordinators to facilitate the coordinated implementation of certain trans-European transport network projects, in particular cross-border projects or parts of projects included among the projects declared to be of European interest.

² OJ L 228, 9.9.1996, p. 1. Decision as last amended by Decision No 884/2004/EC (OJ L 167, 30.4.2004, p. 1).

³ Decision amended by Decision No C (2007) 3190.

- (5) The European Coordinators must be chosen on the basis of their experience of European institutions and their knowledge of issues relating to the financing and the socio-economic and environmental evaluation of major projects.
- (6) The European Coordinators must act for and on behalf of the Commission in the framework and within the limits of the mission assigned to them.
- (7) Objective criteria relating to the delays observed on key cross-border sections, the lack of firm agreement on the timetable between the Member States concerned, the lack of funding on key sections, the difficulty of setting up logistical chains integrating different modes, and the persistence of regulatory or administrative obstacles and the need to bring together a broad range of players such as industry, professionals in the sector and regions justify the selection of a second series of projects for which European Coordinators must be designated.
- (8) The Commission Decision designating the European Coordinator lays down the detailed arrangements for the performance of his/her tasks.
- (9) The Member States concerned have expressed their agreement,

HAS DECIDED AS FOLLOWS:

Article 1

Ms Karla Peijs is hereby designated European Coordinator for inland waterways, two axes of which, No 18 "Rhine/Meuse-Main-Danube" and No 30 "Inland waterway Seine-Scheldt", are among the Priority Projects.

Article 2

Mr Luis Valente de Oliveira is hereby designated European Coordinator for priority route No 21 "Motorways of the sea".

Article 3

Annexes I and II to this Decision replace Annexes I and II to Decision No C (2005) 2754, as amended by Decision No C (2007) 3190.

Done at Brussels, 27 September 2007.

*For the Commission
Jacques BARROT
Member of the Commission*

ANNEX I

NAME	PROJECT	
Mr Karel Van Miert	Priority project No 1 "Berlin-Verona/Milan-Bologna-Naples-Messina-Palermo rail link"	<ul style="list-style-type: none"> - Halle/Leipzig-Nuremberg (2015) - Nuremberg-Munich (2006) - Munich-Kufstein (2015) - Kufstein-Innsbruck (2009) - Brenner Tunnel (2015), cross-border section - Verona-Naples (2007) - Milan-Bologna (2006) - Rail/road bridge across Messina-Palermo Strait (2015)
Mr Etienne Davignon	Priority project No 3 "South-west European high-speed rail link"	<ul style="list-style-type: none"> - Lisbon/Porto-Madrid (2011) - Madrid-Barcelona (2005) - Barcelona-Figueras-Perpignan (2008) - Perpignan-Montpellier (2015) - Montpellier-Nîmes (2010) - Madrid-Vitoria-Irun/Hendaye (2010) - Irun/Hendaye-Dax, cross-border section (2010) - Dax-Bordeaux (2020) - Bordeaux-Tours (2015)
Mr Laurens Jan Brinkhorst	Priority project No 6 "Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border rail link »	<ul style="list-style-type: none"> - Lyon-St Jean de Maurienne (2015) - Mont Cenis Tunnel (2015-2017) - Bussoleno-Turin (2011) - Turin-Venice (2010) - Venise-Ronchi South-Trieste-Divača (2015) - Koper-Divača-Ljubljana (2015) - Ljubljana-Budapest (2015)

Mr Péter Balázs	Priority project No 17 "Paris-Strasbourg-Stuttgart-Vienna-Bratislava rail link"	<ul style="list-style-type: none"> - Baudrecourt-Strasbourg-Stuttgart (2015), including Kehl Bridge - Stuttgart-Ulm (2012) - Munich-Salzburg (2015) - Salzburg-Vienna (2012) - Vienna-Bratislava (2010)
Ms Karla Peijs	Priority project No 18 "Rhine/Meuse-Main-Danube" inland waterway axis	<ul style="list-style-type: none"> - Rhine-Meuse with the lock of Lannaye as cross-border section (2019) - Vilshofen-Straubing (2013) - Vienna-Bratislava cross-border section (2015) - Palkovikovo-Mohács (2014) - Bottlenecks in Romania and Bulgaria (2011)
Ms Karla Peijs	Priority project No 30 "Inland waterway Seine-Scheldt"	<ul style="list-style-type: none"> - Navigability improvements Deulemont-Ghent (2012-2016) - Compiègne-Cambrai (2012-2016)
M. Luis Valente de Oliveira	Priority project No 21 "Motorways of the sea"	<ul style="list-style-type: none"> - Motorway of the Baltic Sea - Motorway of the sea of Western Europe - Motorway of the sea of south-east Europe - Motorway of the sea of south-west Europe
Mr Pavel Telicka	Priority project No 27 "Rail Baltica' Warsaw-Kaunas-Riga-Tallinn-Helsinki rail link"	<ul style="list-style-type: none"> - Warsaw-Kaunas (2010) - Kaunas-Riga (2014) - Riga-Tallinn (2016)
Mr Karel Vinck	Coordinator for rail corridors and ERTMS	

ANNEX II

Mission Statement

Specimen mission statement of Ms Karla Peijs as European Coordinator for Priority Projects Nos 18 and 30 of Annex III to Decision No 1692/96/EC, as amended by Decision No 884/2004/EC

[place], [date]

[name of European Coordinator]

[function]

[full address]

[...registration number of the letter...]

Subject: [Mission as European Coordinator for priority route No....]

Dear Ms Peijs,

On the basis of Commission Decision C(2007) xxxx, the Commission has designated you as European Coordinator for inland waterways, two axes of which (No 18 "Rhine/Meuse-Main-Danube" and No 30 "Inland waterway Seine-Scheldt") are among the Priority Projects. This designation is pursuant to Article 17a of Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network,⁴ as amended by Decision No 884/2004/EC.

The projects in question are of particular importance in the context of the common transport policy advocated by the Commission, the aim of which is to ensure greater economic competitiveness for the Union at the same time as greater respect for the environment.

The implementation of these projects is, however, encountering a variety of problems: funding issues, environmental constraints and administrative red tape. These difficulties are delaying the implementation of these projects and preventing greater use of transport by inland waterway. This has to be seen as a viable alternative to transport by road, making it possible to unblock certain road routes which are close to paralysis. Working out alternatives like these will, however, demand commitment from all the links in the transport chain. Your mission will therefore be very important in assisting the Commission to promote these projects, identify any gaps, especially in infrastructure, and any regulatory, administrative or technical obstacles and target financial support correctly – within the framework of the Community budgets available – so as to maximise their impact. In this context it will be essential to ensure cohesion between the measures supported by the TEN-T and Marco Polo programmes.

Your mission as a European Coordinator will be for a four-year period and will be renewable by mutual agreement.

⁴ OJ L 201, 7.6.2004.

Your tasks, which stem from those defined by the European Parliament and the Council, will chiefly include:

- the identification of obstacles to the development of Priority Projects Nos 18 ("Rhine/Meuse-Main-Danube") and No 30 ("Inland waterway Seine-Scheldt") and the proposal of solutions in particular for the financial arrangements allowing these projects to start as quickly as possible;
- promotion of the network to encourage greater use of the inland waterways Europe-wide. This approach will have to take environmental demands into consideration. It will also have to take account of the need to coordinate the different modes of transport, integrate river transport into the intermodal logistics chain and set in train a continuous improvement of the performance of this mode of transport, including as regards the "River Information Services" (RIS). The obstacles to the development of the network, whether administrative, regulatory or environmental, will also have to be identified and solutions proposed;
- the drawing up of an annual report for the Commission, for transmission to the European Parliament and the Member States concerned, on the progress made in implementing the project, new regulatory, technical, administrative or other developments which may affect the implementation of inland waterways projects, and any difficulties or obstacles likely to cause serious delay. This report will also include an evaluation of the financial requirements and the need for harmonisation of the regulatory measures in order to ensure the implementation and optimal performance of the inland waterways.

Besides these tasks, the Commission wishes to have your assistance with the calls for proposals for Community support under the trans-European networks budget which will be launched during the period 2007-13 of the financial perspective. To this end, it expects you in particular to:

- present to it an initial interim report for exclusive use by the Commission by 31 March 2008. This report will give details of the progress made, the reliability of the forecast schedule of expenditure, the commitment given by the States concerned and the conditions to be imposed to guarantee maximum added value for the Community aid;
- inform it about any difficulties encountered in the implementation of the inland waterways projects, in particular as regards Priority Projects Nos 18 and 30, but also in terms of integration of the inland waterways and connections between the ports and other infrastructure of the trans-European transport network.

During the performance of your mission you may not make commitments on behalf of the Commission without its prior written agreement. Accordingly, you must act impartially, in an independent and confidential manner, and apply to the best of your abilities your professional knowledge and skills solely in the interests of the Community.

You must avoid any situation giving rise to a conflict of interest regarding the areas in which you are requested to intervene. You must inform me of any conflict of interest arising during your mandate immediately.

Furthermore, you must not use or divulge any document or information which comes to your knowledge in the course of your duties, unless such information is already in the public

domain. All the results produced by you shall be the property of the European Community, which may use them or publish them as it sees fit.

During the performance of your mission, which is unpaid, you will be granted a monthly flat-rate allowance of €1 500 to cover ongoing expenses and your mission expenses will also be reimbursed in accordance with current Commission rules. In addition, you will be given technical and administrative support by the Commission.

The Director for the trans-European networks – responsible for the European Coordinators Unit – is your contact person in the Directorate-General for Energy and Transport and will give you every assistance you require for the performance of your task. The Director for logistics, innovation, co-modality and maritime transport is responsible for the implementation of inland waterways policy. The Commission can assure you in advance that you have the full support, in the implementation of your mission, of the Director and of the member of staff who will be designated to assist you on a day-to-day basis at the technical and administrative level.

The Commission is convinced that your support, on which it is counting enormously, will be crucial for the success of the trans-European networks.

The Directorate-General for Transport and Energy will organise regular meetings between the European Coordinators to allow information and experience to be shared.

The Belgian courts shall have exclusive jurisdiction in respect of any dispute concerning the validity, application or interpretation of this contract. This contract is governed by Belgian law.

Yours sincerely,

Mission Statement

Specimen mission statement of Mr Luis Valente de Oliveira as European Coordinator for Priority Project No 21 of Annex III to Decision No 1692/96/EC, as amended by Decision No 884/2004/EC

[place], [date]

[name of European Coordinator]

[function]

[full address]

[...registration number of the letter...]

Subject: [Mission as European Coordinator for priority route No....]

Dear Mr Valente de Oliveira,

On the basis of Commission Decision C(2007) xxxx, the Commission has designated you as European Coordinator for the "Motorways of the sea" project. This designation is pursuant to Article 17a of Decision No 1692/96/EC of the European Parliament and of the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network,⁵as amended by Decision No 884/2004/EC.

The project in question, which aims to develop a new transport concept whereby a significant proportion of land traffic can be transferred to sea while strengthening cohesion across Europe, is of particular importance in the context of the common transport policy advocated by the Commission, the aim of which is to ensure greater economic competitiveness for the Union at the same time as greater respect for the environment.

Its implementation is, however, encountering a number of problems of coordination between the Member States on the one hand and the shipping industry on the other. These difficulties are delaying the implementation of a consistent Europe-wide strategy for this innovative concept. The aim of this concept is to develop transport links, using the sea route for the longest journeys, which will have to be complemented by a door-to-door logistics chain. The implementation of "motorways of the sea" must therefore make it possible to absorb a significant proportion of the increase in road traffic, improve the accessibility of outlying regions and unblock the road routes which are close to paralysis. Working out alternatives like these will demand commitment from all the links in the transport chain. Your mission will therefore be very important in assisting the Commission to promote this new concept, identify the obstacles to its development and target financial support correctly – within the framework of the Community budgets available – so as to maximise its impact. In this context it will be essential to ensure cohesion between the measures supported by the TEN-T and Marco Polo programmes.

Your mission as a European Coordinator will be for a four-year period and will be renewable by mutual agreement.

⁵ OJ L 201, 7.6.2004.

Your tasks, which stem from those defined by the European Parliament and the Council, will chiefly include:

- contribution to the development of a consistent strategy for the implementation of the motorways of the sea at European level, in particular by identifying what coordination is required between the different modes of transport and what risks there are that might affect implementation;
- monitoring of the Task Forces which have been set up for five maritime regions (Baltic Sea, North Sea, Atlantic, Western Mediterranean and Eastern Mediterranean) and supervision of the master plans or preparatory studies which have been or will be launched in order to ensure their cohesion. All of this work will have to make it possible to see how a European network of motorways of the sea is going to develop by 2009 and to become involved in their implementation;
- the drawing up of an annual report for the Commission, for transmission to the European Parliament and the Member States concerned, on the progress made in implementing the project, new regulatory, technical, administrative or other developments which may affect the implementation of the different motorways of the sea, and any difficulties or obstacles likely to cause serious delay. This report will also include an evaluation of the financial requirements for the implementation and optimal performance of the motorways of the sea;
- regular consultation of the players concerned, in particular private players, in order to identify all the factors relating to the development of the "motorways of the sea" corridors, the possibilities for funding the public and private investments deemed to be necessary, the means of gaining access to such funding and the obstacles to the creation of public-private partnerships.

Besides these tasks, the Commission wishes to have your assistance with the calls for proposals for Community support under the budget for the trans-European networks and Marco Polo which will be launched during the period 2007-13 of the financial perspective. To this end, it expects you in particular to:

- present to it an initial interim report for exclusive use by the Commission by 31 March 2008. This report will give details of the progress made, the reliability of the forecast schedule of expenditure, the commitment given by the States concerned and the conditions to be imposed to guarantee maximum added value for the Community aid;
- inform it about any difficulties encountered in the implementation of the motorways of the sea, in particular as regards the start-up of services, but also in terms of connections between the ports and other infrastructure of the trans-European transport network.

During the performance of your mission you may not make commitments on behalf of the Commission without its prior written agreement. Accordingly, you must act impartially, in an independent and confidential manner, and apply to the best of your abilities your professional knowledge and skills solely in the interests of the Community.

You must avoid any situation giving rise to a conflict of interest regarding the areas in which you are requested to intervene. You must inform me of any conflict of interest arising during your mandate immediately.

Furthermore, you must not use or divulge any document or information which comes to your knowledge in the course of your duties, unless such information is already in the public domain. All the results produced by you shall be the property of the European Community, which may use them or publish them as it sees fit.

During the performance of your mission, which is unpaid, you will be granted a monthly flat-rate allowance of €1 500 to cover ongoing expenses and your mission expenses will also be reimbursed in accordance with current Commission rules. In addition, you will be given technical and administrative support by the Commission.

The Director for the trans-European networks – responsible for the European Coordinators Unit – is your contact person in the Directorate-General for Energy and Transport and will give you every assistance you require for the performance of your task. The Director for logistics, innovation, co-modality and maritime transport, who has responsibility for the development of the motorways of the sea, will be closely associated with your work. The Commission can assure you in advance that you have the full support, in the implementation of your mission, of the Director and of the member of staff who will be designated to assist you on a day-to-day basis at the technical and administrative level.

The Commission is convinced that your support, on which it is counting enormously, will be crucial for the success of the trans-European networks.

The Directorate-General for Transport and Energy will organise regular meetings between the European Coordinators to allow information and experience to be shared.

The Belgian courts shall have exclusive jurisdiction in respect of any dispute concerning the validity, application or interpretation of this contract. This contract is governed by Belgian law.

Yours sincerely,