

Declaration on the implementation of the TEN-T Core Network Corridor North Sea – Mediterranean

"The signing parties to this declaration:

HAVING REGARD TO

the forthcoming Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network which aims at the development of the TEN-T core network in accordance with the Regulation in a coordinated and a timely manner; and that such coordination includes the establishment of a corridor approach as an instrument to coordinate the various projects on a transnational basis in order to maximise network benefits;

the forthcoming Regulation of the European Parliament and of the Council establishing the Connecting Europe Facility which allocates EUR 26 billion from the Union budget for/with the aim of accelerating investment in the field of trans-European networks and leverage funding from both the public and the private sectors for the period 2014-2020 and which identifies for this purpose nine Core network corridors including the North Sea – Mediterranean Corridor;

the recent adoption of the NAIADES II Communication by the Commission which identifies the implementation of the TEN-T network as one of the key areas of intervention required to make better use of inland navigation as a key component of Europe's multimodal transport network;

CONSIDERING

that this declaration concerns inland waterways of the North Sea-Mediterranean corridor, access routes and intermodal connections for the Seine-Scheldt connection and inland waterway projects contributing to good accessibility of seaports on the North Sea – Mediterranean Core network corridor;

that inland navigation represent the core components of the French, Belgian and Dutch sections of the North Sea - Mediterranean Core network corridor and has to play a key role in strengthening the multimodal character and the resource-efficiency of the corridor;

RECOGNISING

the significant preparatory work (studies and effective works) which has already been carried out in the framework of Priority Project 30 by France, Flanders and Wallonia, especially concerning the Seine Nord Europe canal, the Lys, upper Scheldt or Condé-Pommeroeul.

the strategic role that the Intergovernmental Committee (IGC) and, at technical level, the European Group of Economic Interest (EEIG) have played for the cooperation between the French, Flemish and the Walloon administrations for Priority Project 30;

the important role that this inland waterway connection will play providing accesses in France, Belgium and The Netherlands in a multimodal environment;

COMMIT TO

strengthen and broaden the existing coordination mechanisms for the implementation of the French, Belgian and Dutch inland waterway sections of the North Sea - Mediterranean Core network corridor, building upon the existing coordination mechanisms and in consultation with the Corridor Forum of this corridor;

take the appropriate measures to develop the inland waterway sections of the North Sea - Mediterranean Core network corridor by 2030 through the Trans-European Transport Network and for this purpose swiftly consolidate the preparatory phases of the various projects, including the restructuring of the current co-funding decisions to allow maximising the EU co-funding as of 2014;

exploit to the fullest extent the co-financing possibilities offered until 2020 by the Connecting Europe Facility for the inland waterway projects on the North Sea – Mediterranean Core network corridor, including the studies/upgrading related to the Maas, the Albert canal, the canal Gent/Terneuzen, the canal Bochoft/Herentals, the various locks on the Seine-Scheldt corridor as well as on the Upper-Scheldt, the maritime lock in Terneuzen, the canal Seine-Nord, the Seine – Scheldt interconnection, including the canal Roeselare-Lys and the canal Bossuit-Kortrijk, the inland waterway axes Dunkerque - Valenciennes, Lille – Douai and the river Seine from Le Havre to Nogent-sur-Seine, Antwerpen-Brussels-Charleroi and the waterways in Wallonia, as well as for the further development of access routes and intermodal connections for the Seine-Scheldt connection, including multimodal platforms and the inland waterway connection to the ports of Dunkerque, Gent, Antwerp and Zeebrugge and for inland waterway projects contributing to a good accessibility of seaports, including Le Havre and Amsterdam and its Sea Locks and Beatrix lock which are interconnected with this corridor through inland waterways;

exploit in particular the possibilities offered in the Connecting Europe Facility of the co-financing rate of up to 40% for grants for the above mentioned sections.

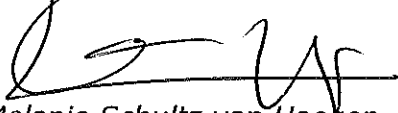
take appropriate steps to fully integrate these projects with relevant projects related to the other modes of transport, in particular with rails, maritime, inland and sea port and road projects, in order to fully develop the multimodal aspect of the corridor;

maximise, through the integrated cross-border governance of the Seine-Scheldt connection and through the integrated multimodal development of the various related projects, the EU added value of the project which will justify the allocation of the highest possible co-financing rate."




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v/b.



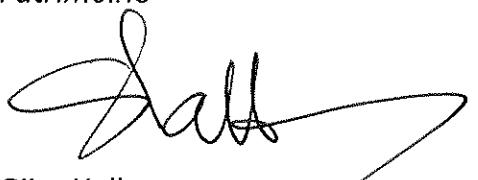
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