



Cross-border cooperation for a better mobility

Policy objective 3

Accelerating the shift to
sustainable and smart mobility

REGIO D2 Interreg, Cross-Border Cooperation, Internal Borders

PO3 after the final trilogue

December 2020

'a more connected Europe by enhancing mobility'

- (i) enhancing digital connectivity; *moved to PO1: SO1.(v)**
- (ii) developing a climate resilient, intelligent, secure, **sustainable** and intermodal TEN-T;
- (iii) developing **and enhancing** sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility; **
- (iv) promoting sustainable multimodal urban mobility, **as part of transition to a net zero carbon economy** *moved to PO2: SO2 (viii)****

2 specific objectives for PO3

- *SO 3(i) developing a climate resilient, intelligent, secure, **sustainable** and intermodal TEN-T;*
- *SO 3 (ii) developing **and enhancing** sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility;*

Specific objective SO 3(ii)

*Developing **and enhancing** sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility;*

Priorities:

- Addressing **disparities** in infrastructure development
- Addressing negative **externalities** from transport (accidents, emissions, road safety, ...) by addressing in sustainable modes of transport
- Digitisation** of transport (ITS – intelligent transport system deployment)
- Decarbonisation** of transport (alternative fuels)
- Improving **cross-border mobility** at regional and local level
- Improving **access for users with reduced mobility**

Specific objective SO 3(ii)

*Developing **and enhancing** sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility;*

Not priorities:

- Investments in local roads (unless addressing specific hotspots for road safety, emissions, etc. or bottlenecks)
- Non-TEN-T maritime ports (unless justified by territorial specificities)

Excluded:

- Airports (some exception – OR; local)
- Investments linked to use of fossil fuels (exception for clean vehicles)

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PO2: Specific objective SO 2(viii)

Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy;



Cities are home to over 70% of population; account for over 80% of EU GDP

800 cities over 50,000. 400 cities over 100,000.
Thousands of smaller towns and cities

Well-functioning and sustainable urban transport system key for high quality of life and competitiveness

Many urban areas struggling with congestion and externalities (air quality, noise, congestion, accidents)

- Integrated approach** is needed (functional urban area)
- Urban development strategy**

*

Specific objective SO 2(viii)

Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy;

Priorities:

- Addressing the negative **externalities**
- Shift to sustainable and accessible** public transport and active modes (cycling, walking)
- Deployment of **ITS solutions** (better infrastructure use and better and new mobility services)
- In the less developed regions*, support for major investments in backbone infrastructure (metro, trams, ...)
- In the more developed and transition regions, focus on advancing state-of-the art and innovation (e.g. new technologies and services)

Specific objective SO 2(viii)

Promoting sustainable multimodal urban mobility, as part of transition to a net zero carbon economy;

Not priorities:

- Urban ~~roads~~: exceptions for road upgrades to address road safety, facilitate public transport, active modes

Excluded:

- Investment related to production, processing, distribution, storage or combustion of **fossil fuels** (diesel buses) with the exception of investment related to clean vehicles; *

INTERREG potential for better mobility

- Opportunity for close cooperation → removing political and administrative obstacles → improved cross-border regional and local mobility
- targeted financial assistance can help to tackle technical barriers for improved mobility across borders, such as lacking interoperability or short missing sections of cross-border infrastructure
- **ETC should focus** in particular on **transport services which require close and sustained cross-border cooperation** (e.g. cross-border rail and public transport services, car sharing or public bicycle schemes, etc.)

INTERREG potential for better mobility

- *ETC programmes **should not be used for infrastructure investments which lead only minimal cross-border cooperation!!!***
- *Such investments should be supported primarily by the relevant national and regional operational programmes.*
- *The opportunities of ETC programmes:*
 - *to align priorities and timing in the implementation of investments foreseen in the relevant national and regional transport plans and mainstream programmes;*
 - *develop and implement cross-border regional development strategies.*

ERDF

97 %

Mainstream OP
The main support for each region



< 3%

Interreg



COOPERATION
Interreg focus on setting cooperation amongst territories, *where mainstream does not reach*

But...

Border regions are left behind
Border obstacles hamper cross-border regions in their growth not allowing a 360° perspective on territory.

EVIDENCE

Cross-border review
Communication
B-solutions

LOST POTENTIAL

2% GDP in CB regions
1 million jobs

Art 174^o TFEU
“(..) particular attention shall be paid to (...) cross-border (...)regions.”

Using knowledge to shape Interreg 21-27 programmes

- Legal tools
EGTC and ECBM
- Technical support
b-solutions piloting; studies; sharing
- Political support
Raising voice of CB regions

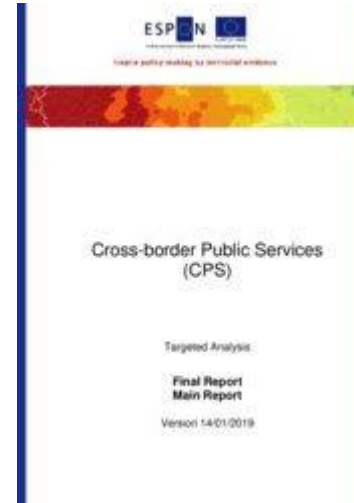
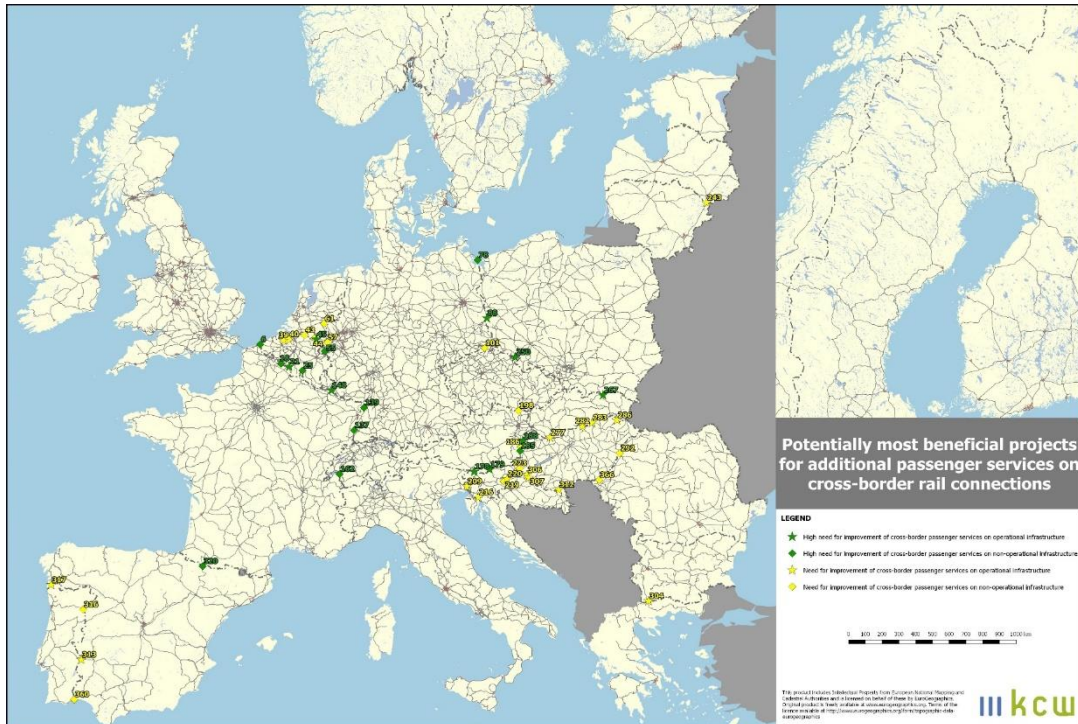
Border Focal Point
Providing support beyond funding. Focus on overcoming obstacles



Existing information for cross-border transport

Missing CB rail links

48 most beneficial missing cross border rail links - Check your borders!!!



Mapping of Cross-Border Public Services, ... many of which on transport by ESPON

Mapping of Cross-border public transport services, and their respective obstacles....

... upcoming in 2021

Opportunities of INTERREG for transport

- Developing the transport strategies

- Joint comprehensive transport plans

- Feasibility studies

- Encouraging the embedding cooperation

- Missing rail and public transport links (identification/promotion)

- In some cases: infrastructure / equipment / innovative transport solutions

Support under INTERREG mainly via PO 3 (a more connected Europe), PO2 (a greener Europe) and PO5 (A Europe closer to the citizen)

Interreg Specific objective on better governance

2021 European Year of Rail

- For Interreg – focus on **sustainable transport** across borders
- In order to maximise the impact of digital communication - use of **projects** examples as much as possible (*concrete projects are a powerful tool to reach out to citizens*)
- **Identify** good quality projects related to the sustainable transport across borders

Thank you

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