



**CPMR
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Technical paper from the CPMR General Secretary

ACCESSIBILITY CAMPAIGN: STATE OF PLAY AND NEXT STEPS

This paper provides a progress report on the CPMR's activities in the area of transport policy, in the context of the Accessibility Campaign launched at the General Assembly in September 2014. It also proposes some ideas for reflection and action in the coming semesters, to be developed and discussed at the General Assembly in November 2016 in the Azores.

1 – Connecting Europe Facility: mobilisation of the Regions on the review of the action plans for the nine Core Network Corridors

The CPMR obtained the European Commission's agreement (DG Move) for the Regions to be fully involved in the Corridor Forums, which meet two or three times a year. At the CPMR Political Bureau meeting in Haarlem (19 February 2016), the Geographical Commissions presented their activities in relation with these Forums (*see [the minutes of the Political Bureau meeting in Haarlem](#)*). On this occasion, the Regions and the Geographical Commissions were invited to build a close working relationship with the Corridor Coordinators and their advisers (at DG Move) in order to have an influence on the action plans. The Geographical Commissions were also invited to call for those Regions situated on the edges of and just outside the Corridors to also be involved in the Forums.

The Commission will propose updated versions of the action plans for the nine Corridors during the TEN-T Days, (20-22 June) in Rotterdam. A consultation process will be organised concerning the plans, in particular during the 8th Forum meetings, scheduled for 26-30 September.

The CPMR has received a [working paper](#), entitled "Issue papers of European Coordinators", from DG Move. The document consists of contributions from the nine Corridor Coordinators on the following five cross-cutting themes:

1. Enabling multi-modality and efficient freight logistics
2. Boosting intelligent transport systems
3. Boosting new technologies and innovation
4. Efficiently integrating urban nodes
5. Extending cooperation with third countries.

These "draft" issue papers have been forwarded by CPMR to the members of its Transport working group. The final document will be published for the TEN-T Days in Rotterdam. We invite the Regions and the Geographical Commissions to take note of the content of these papers, since they comprise the European Commission's "thinking" on the implementation of the Corridors. As such, they will guide the actions of the Coordinators as they modify and develop the Corridor action plans. They should also be taken into consideration in anticipation of the TEN-T review. Even if – according to the 2013 guidelines – this review is not due to take place until 2023, it seems unlikely that the status quo will remain completely unaltered until that date. At the General Assembly in the Azores, the CPMR's policy position on transport policy, which will be debated, will refer to these issue papers. **It is worth**

noting already that there is no specific issue paper concerning the issues of accessibility or the connections between the Corridors and maritime transport systems (in particular Motorways of the Sea).

2 – Connecting Europe Facility: a “territorial” assessment of the results of the first calls for proposals

The results of the first CEF calls for proposals, published in 2014, are now known. CPMR member Regions were involved to different degrees and in different capacities in a number of applications. Initial assessments made by the Geographical Commissions of the success rates achieved by their members confirm that the criterion of accessibility was not taken into consideration in the assessment and selection process carried out by DG Move and its executive agency.

However, a more precise analysis needs to be made before we can deliver any irrefutable messages on this subject.

The CPMR General Secretariat will shortly send out a brief questionnaire to the Geographical Commissions, in order to obtain uniform data to back up the “transport” policy position to be adopted by the 2016 General Assembly.

If the results of the 2015 call for proposals specifically relating to the Motorways of the Sea are available in time, these will also be taken into account in the CPMR’s analysis.

3 – Motorways of the Sea (MoS): which “Detailed Implementation Plan (DIP)”?

On 22 June, in Rotterdam, the European Coordinator, Brian Simpson, will present his draft Detailed Implementation Plan (DIP) for the Motorways of the Sea. At the request of the European Parliament, the MoS have been included in the TEN-T Guidelines (Article 21), and the DIP is intended to clarify the implementation of this instrument, sometimes considered to still be insufficiently “defined”.

Brian Simpson is due to give a preliminary presentation of the DIP to the European Parliament’s Transport Committee on 15 June.

Stakeholders will have had the opportunity to contribute to the DIP at three forum meetings. CPMR has presented its priorities – based on the [“Maritime Transport” technical paper](#) submitted to the Political Bureau meeting in Haarlem in February 2016 – to the MoS Forum held on 17 May. On 19 May, the CPMR “Transport” working group meeting gave rise to a debate between the Regions and Brian Simpson on the “territorial” dimension of the MoS. Brian Simpson indicated on this occasion that the DIP would incorporate the concerns of the peripheral Regions. However, the initial information “unveiled” concerning the DIP calls for vigilance. It would appear that the main aim of the DIP is to produce the key performance indicators (KPI) which will be used to select projects applying for CEF co-funding. And these indicators are apparently grouped under three headings: environment, logistics, and the “human dimension”. At the seminar on 17 May, CPMR proposed that indicators on accessibility and the quality of the land-sea interface should be added or incorporated.

Following its publication on 22 June 2016, the draft DIP will be the subject of a year-long consultation, before being formally endorsed by the EU in June 2017. CPMR will be active during this consultation phase. The Azores General Assembly will therefore also be a key point in the timeline of this initiative.

4 – The European Parliament and the Accessibility Campaign

As set out in its work programme, the CPMR has, since the end of 2015, carried out a number of initiatives aimed at raising the awareness of the European Parliament about accessibility issues. The aim is to encourage the EP to support CPMR’s lobbying of the European Commission to ensure that the implementation of the CEF and the TEN-T really do incorporate the territorial dimension, in conformity with the legal bases.

Four initiatives are under way:

- Proposal for a written declaration from the EP entitled “The Trans-European Transport Network (TEN-T) needs to support regional accessibility”. The aim is ambitious, but achievable: we need the signatures of 376 MEPs (half the Parliament) for the declaration to be adopted by the Parliament and sent to the Council and to the Commission. Full details of this initiative are available from the General Secretariat. Any contact the Regions and the Geographical Commissions can have with “their” MEPS will help to achieve the goals of this exercise.
- Request for the Parliament (Committee on Transport and Tourism) to carry out an assessment of the results in terms of territories and themes (what share for maritime territories/themes) of the first CEF calls for proposals. As mentioned above, CPMR will investigate this by means of a survey of its members. A study carried out by the EP would obviously have a wider scope and greater weight. If these initiatives are successful, the results will not be available for the General Assembly in the Azores, but will be exploited subsequently.
- Contribution to the own-initiative report being drafted by Keith Taylor MEP (Isle of Wight, South East Region, UK, Green) on maritime passenger transport. CPMR took part in a stakeholders’ hearing on 26 May, and presented its priorities in the policy area of maritime transport.
- Organisation of a meeting of the Searica Intergroup in January 2017 in Strasbourg on maritime transport: MoS and other EU incentives for maritime transport.

5 - Further information

In addition to the debate with Brian Simpson on the MoS, the meeting of the CPMR Transport working group on 19 May provided an opportunity for presentations and discussions with the European Commission and the European Community Shipowners Associations (ECSA) on the other components of the EU maritime transport policy – ahead of 2017, which the Commission has designated “the year of maritime transport”.

This paper does not discuss the activities and initiatives of the Geographical Commissions in the area of transport policy. We draw your attention, however, to the fact that the CPMR Islands Commission, in conjunction with the regional government, is organising a seminar on the Islands and EU transport policy, to be held in the Balearic Islands in November 2016 (date to be confirmed).