Region Move – Preliminary elements

24 March 2022 - Barcelona
I. Context

II. Regions Move

III. Preliminary elements
I. Context

Why? A CPMR perspective

- Territories Matter
- 2021 AGM of the CPMR
- Territorial accessibility

SESSION 4: ACTING FOR CLIMATE PROOF CONNECTIVITY FOR ALL REGIONS

Chair ed and introduced by Ms María del Valle Miguelez Santiago, Regional Minister for Enterprise, Employment, Universities & Spokesperson, Murcia Region and Vice-President of the CPMR for Transport & Accessibility

Moderated by Mr Lucas Boss, CPMR Director for Transport & Accessibility

- Address by Ms Karima Delli, Chair of European Parliament Committee on Transport and Tourism
- Address by Mr Pablo Fábregas Martínez, Member of Cabinet of European Commission for transport, Adina Vălean

Travel time to the nearest Road of the Core network
I. Context

Why? The EU legislative context

- **Fit for 55**
- **TEN-T**
- **2021-2027 & NextGen**
II. Regions Move

Why?
- Collecting examples, reaching critical mass
- Building claims with hard proof
- Influencing EU decision making

How?
- On-line questionnaire [CPMR Transport SURVEY (jotform.com)]
- Study to be published early Summer 2022
- Discussion in Transport WG September 2022
- Policy Paper on climate neutral territorial accessibility to debated in Crete
III. Preliminary elements

22 Regions contributed, few of them twice

1 Geographical Commission sent a collective contribution
III. Preliminary elements

Challenges identified by the respondents

*Categories have been created by the General Secretariat. They gather different sub-categories presented in the next slide.
III. Preliminary elements

Most recurring challenges

- Rural and low density areas
- Cost and availability of alternative fuel/energy
- Eligibility for funding
- Aging & maintenance for rail
- Decarbonising public transport
III. Preleminary elements

Regions in action: few examples

- **SUD Region** supports the installation of OPS in ports and Hydrogen in Fos sur Mer
- « **Drive Green** » in Gotland to switch to fossil free.
- **Cantabria** developed a Strategy for rural areas
- **Pays de la Loire** maintains traffic on secondary railways
- **Murcia** develops a public transport fleet on electricity
### III. Preliminary elements

#### Key expectations from responding Regions

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<th>Guidance for funding</th>
<th>Financing for rail and trains</th>
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<td>More efficient and coordinated funding schemes, eligibility beyond TEN-T, more adapted to territories</td>
<td>Financing for urban nodes</td>
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<td>Cross border must remain financing priority</td>
<td>Financing to face Brexit, BAR for ports</td>
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<td>Knowledge transfer and sharing</td>
<td>Bonus for decarbonisation projects</td>
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<td>Access to expertise</td>
<td>Specific territories, Cost/benefit if not, developing alternatives</td>
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<td>More flexible legal framework for more efficient implementation</td>
<td>Looking beyond TEN-T where profitability can't be reached</td>
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<td>Mapping legal framework</td>
<td>Alternative to electrification for rail</td>
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<td>Strict regulation to decarbonise...</td>
<td>Multilevel coordination</td>
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<td>Timely completion of the TEN-T</td>
<td>Active role for Regions in ETC</td>
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<td>Modification of TEN-T</td>
<td>Adapted financing</td>
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III. Preliminary elements

- Better using the existing, no new funds
- Enhancing communication on funds and legislation
- Importance of exchanging and sharing
- Adapting to variety of challenges
- Better supporting rail transport