

## VII. Accessibility for peripheral and border regions to TEN-T CNC networks/nodes

This topic contributes to SO 4.1 “To improve planning and coordination of regional passenger transport systems for better connections to national and European transport networks”.

THEMATIC FOCUS	<p>The thematic focus of the fourth call in SO 4.1 is <b>accessibility for peripheral and border regions to TEN-T CNC networks / nodes</b>. This topic directly targets current challenges within the regional transport systems and their links to the transnational transport networks. This topic is relevant because in central Europe the development of these transport systems is challenged by a lack of public funds for infrastructure investment at regional level, effects of demographic change in areas with low population density or greenhouse gas emissions, etc.</p> <p>As a starting point for the exploitation of results, six Interreg CE projects with direct and relevant contributions to this topic were identified and are listed at the end of this document. They address this topic from different and complementary perspectives and target different types and specific elements of accessibility of peripheral and border regions, such as e.g.:</p> <ul style="list-style-type: none"> <li>&gt; Improving mobility in rural regions which are affected by demographic change,</li> <li>&gt; Focusing on better public transport in peripheral and cross-border regions,</li> <li>&gt; Improving accessibility of peripheral regions across central Europe,</li> <li>&gt; Improving accessibility of selected cross-border regions,</li> <li>&gt; Connecting the hinterlands via sub-nodes to the TEN-T core network,</li> <li>&gt; Developing shared mobility services and better integrated regional transport.</li> </ul>
CHALLENGES	<p>Central Europe bears a weak local, regional and transnational accessibility especially outside of agglomerations and in eastern regions. Transport systems mostly lack integration between modes of transport. Many peripheral regions, characterised by low accessibility, and a few major centres of urbanisation, are facing a low quality of public transport and are not sufficiently linked to TEN-T corridors and transport nodes. Indeed, while some regions have well developed mobility planning systems, in others relevant knowledge and capacity is missing.</p> <p>With respect to the development and implementation of integrated passenger transport systems and multimodality, central European regions show large disparities and a lack of transnational coordination.</p>
POLICY FRAMEWORK	<p>TEN-T core network corridors<sup>17</sup> are the backbone of EU transport policy. TEN-T policy focuses on major infrastructure projects, establishing a basis for service provision, highlighting the importance of key nodes and advancing sustainable transport solutions. Such prioritisation of primary transport networks and nodes can result in further weakening the accessibility of peripheral and border regions which is a challenge in many CE regions.</p>
EXPECTED RESULTS	<p>Transnational cooperation aims to reduce existing disparities of knowledge as well as to increase the planning and implementation capacity in the field of integrated passenger transport systems, in which better regional and transnational coordination between stakeholders is a key factor. Transnational cooperation can strengthen connections to TEN-T corridors and to primary, secondary and tertiary transport nodes of the TEN-T network (as defined according to “The New Trans-European Transport Network Policy Planning and implementation issues”, SEC (2011) 101 final). This is particularly the case for peripheral regions. A specific focus will be put on public transport and sustainability of the connections at the regional level. Strategies, tools and pilot applications will contribute to the implementation of improved connections to the TEN-T network and transport nodes. Furthermore, the transnational development of coordinated concepts for smart regional mobility and services is expected, which will foster improved service standards and interoperability. Particular attention will be put on mobility services in the public interest.</p> <p>The main result envisaged can be summarised as: <i>“Improved and coordinated planning capacities of the public sector and related entities for regional passenger transport systems in central Europe linked to national and European transport networks achieved through transnational cooperation”</i>.</p>

<sup>17</sup> Further information on TEN-T and transport policy available at [https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/transport-policy\\_en](https://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/transport-policy_en).