



# BOOSTING CROSS-BORDER REGIONS THROUGH BETTER TRANSPORT

14 NOVEMBER 2019 | BRUSSELS, BELGIUM



#EUBorderRegions

Regional and  
Urban Policy

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# TRANSPORT AND CROSS BORDER REGIONS A DAILY STRATEGIC CHALLENGE



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# CORE NETWORK AND TEN'T CORRIDORS

- Complementarity of the TEN-T Core Network and the Comprehensive Network
- The importance of the cross border sections in the Corridor approach.
- Importance of mobility in the cross border geographical areas
- Real life laboratories to measure the European integration



# HANDICAPS AND DIVERSITY

## **General handicaps in border regions**

less investment  
natural, historical, cultural barriers,...

## **Diversity of border regions**

population density  
development of transport infrastructure  
responsibilities for infrastructure: regions, municipalities



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# THE MAIN CHALLENGES

- Cross border transport sections are essential but difficult to implement !
- The vision is mostly National, cross border is politically less attractive leading to 2 effects!
  - Less national investments
  - Increase of border bottlenecks effect
- Need for a complementarity of the local and comprehensive transport networks into the EU Core Network
- Need for an evaluation process/CBA mainly oriented towards national added-values



- **Cross border transport sections are submitted to additional and double difficulties:**
  - Divergences in legislations (permits, market rules...)
  - Divergences in the role of the State in decision making processes (financing modes, taxations, access rights...)
  - Divergences of language and work cultures
  - Divergences in the technical/operational managements
  - Over cost of cross border infrastructure sections, in addition to geographical specificities



# DIFFERENT APPROACHES

- Cross border geographical areas are interdependent
- Knowing each other and recognising each other!
- But... difficulties to co-operate in practice!!
  - Geographical situation
  - Historical background
  - Lower population density





- The European Approach:
  - Each level of the transport networks should evolve in full complementarity
  - The financing tools should contribute to this objective
- The Multilateral Approach:
  - Technical harmonisations to avoid inconsistencies
  - De-nationalise some technical rules
  - E.g the role of ERA for the railway networks and special interest for border regions



- The Bilateral Approach:
  - One size doesn't fit all!
  - Scan & Evaluate border per border, region per region (e.g RFC7)
- The Regional Input Approach:
  - Initiate cross border projects
    - Dresden-Prague HSL project
    - HSL Paris-Cologne, BE cross border bottleneck
- The Cross border structure Approach:
  - Multiplying the EGTC possibilities
  - Increasing the decision making power of EGTC's
  - Adapt all EU invest programmes



- The Specific cross border tools Approach:
  - Cross border evaluation tools – sharing big-data
  - Specific Cross border CBA's
  - Specific Cross border added value approach, detect special financial needs.
  - Specific Cross border legal coordination referring to: permitting/evaluation/tendering procedures-coordination
- The Conditionality's Approach:
  - Technical interoperability
  - Coordination/harmonisation of taxation, access charges...



# CONCLUSION

- Transport & Mobility are important components of cooperation and cohesion in the cross border regions and important indicators for the Member States,
- The analysis and management of these projects have an exemplary value for the realisation of transport corridors,
- Regional areas are EU incubators/pilots for transport, energy, environment and socio economic development





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