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Territorial cohesion and future EU policies:

Vision from the CPMR

European Alliance Group meeting

Ajaccio, Corsica, 3rd April 2017

A COMMON ORGANISATION AND 6 GEOGRAPHICAL COMMISSIONS



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**CPMR ISLANDS
COMMISSION**



**North Sea
Commission**

**Intermediterranean
Commission**

**Atlantic Arc
Commission**

**Balkan and
Black Sea
Commission**

**Baltic Sea
Commission**



**Conference
of Peripheral
Maritime Regions
of Europe**

Future of Europe : The CPMR is strongly committed



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CPMR principles to underpin the approach:

Balanced Territorial Development/Cohesion

Championing position of regions

in European policy-making

Promoting solidarity within Europe

and between regions



Responding to key challenges – focused around three pillars:

Investment, competitiveness and territorial cohesion (responding to crisis; addressing inequalities, and imbalanced territorial development, investing in competitiveness of regions)

Democratic participation (addressing rise of populism, anti-EU sentiment, engaging with citizens, debating positives of EU)

Relations between EU and its neighbours (geo-political instability on Eastern and Southern Borders; migration crisis; neighbourhood policy; preparing for Brexit; ‘periphery’ at heart of these issues)

“The white paper scenarios leave no room for doubt that we need to come up with strong messages determining the territorial vision that is missing from the Commission’s proposals and that in our views is necessary to keep Europe bound together.”(Eleni Marianou Gozo – 9 March 2017)

CPMR and Future of Europe

Two-phased approach



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- February-October 2017: High level/ideas/analysis.
 - **Technical Report (to Helsinki AGM):** identifying key conclusions/recommendations to shape phase 2 of work
 - **Initial political conclusions (at Helsinki AGM)** aimed at European Council ahead of December Summit (Response to White Paper)
 - **Debate of the Political Bureau (Gozo 10th March)**



- November 2017-June 2018: Wider consultation and formulation of key political messages.
 - **CPMR Manifesto on Future of Europe**
 - **Technical Report**

Territorial cohesion



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The EU Treaty introduces the fundamental principle of **Territorial Cohesion** along side the Economic and Social Cohesion.

EU Policies should be assessed against any territorial impact they may have but this is currently clearly not the case. The most recent statistics show that the regional disparities are growing, and that the financial crisis hit more severely the most vulnerable territories.

Reduced competitiveness, reduced connectivity and accessibility, lack of economies of scale, etc. **should be recognized and addressed by the relevant policies:** Cohesion, State Aids, Transport, Energy, etc.

The “European Fund for Strategic Investments” managed by the European Investment Bank is being sold as the new success story and has been recently doubled in both size and duration. However, most the investments delivered by EFSI are concentrated only in a handful of Member States. **Voices testing the waters for replacing part of Cohesion Policy by EFSI were also raised.**

Cohesion Policy



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“It would be a mistake if the Commission decided to pursue a territorially blind approach without considering the recent statistics that show that island and outermost regions are poorer, continue to have lower competitiveness and their citizens enjoy today less opportunities.”

For the post-2020 period, the CPMR argues for an EU Cohesion policy that has an enhanced territorial dimension.

Currently Cohesion Policy receives an unprecedented criticism and pressure and its weight in the EU budget is likely to be reduced drastically.

The CPMR therefore stands firm to the conviction that there should be an investments Policy that will take all regions into account. A policy that will be able to support investments key to regional development, and which are often not driven by the market.

In case for instance of a Cohesion policy with **a single category** of regions, **a safety net** for the most vulnerable and poorer territories should be provided, as otherwise there would be no guarantee that they will receive **any support for investments**, to help them reach the EU objectives.



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Islands Commission Annual General Meeting 9 March 2017

- Are indicators in Cohesion Policy **fair**?
- Can **insularity** and **characteristics** of outermost regions be currently **captured**?
- Is it realistic that the **allocation methodology** changes to include more purely non-economic indicators?
- How can support for investments on islands become **mainstream**?
- How can the Policy **reach out** to islands at NUTS 3 level?
- How can islands use existing challenges as opportunities for **innovation** development?
- How the **involvement** of island regions in partnerships can be strengthened and ensured?

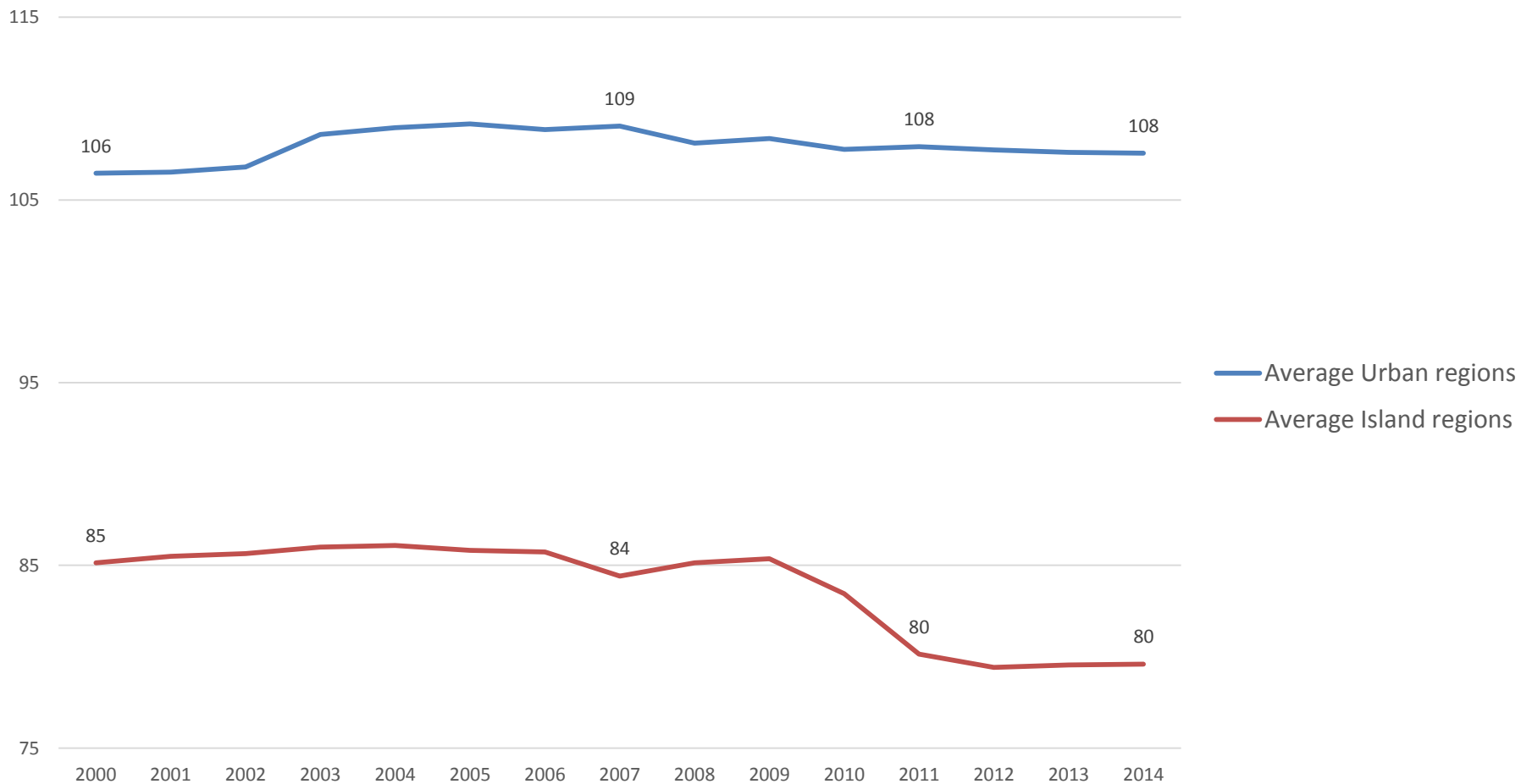


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GDP growth rate (100%=UE28 average)





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Social Progress Index (SPI) (2016)

- Personal freedom of choice

More than 75% of island & outermost regions rank at the bottom 26% of EU NUTS 2 regions (Table 5 in policy paper)

- Access to Advanced Education

65% of NUTS 2 island & outermost regions rank at the bottom 18% of EU regions. (Table 6 in policy paper)

- Young people not in education, employment or training

More than 67% of NUTS 2 island & outermost regions rank at the bottom 14% of the 271 NUTS 2 EU regions (Table 8 in policy paper)

Brain drain brings unemployment **down!**

Transport : the CPMR Accessibility Campaign



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Because Legal Bases are clear ...

Article 170.2 of the Treaty

“Within the framework of a system of open and competitive markets, action by the Union shall aim at promoting the interconnection and interoperability of national networks as well as access to such networks.

It shall take account in particular of the need to link island, landlocked and peripheral regions with the central regions of the Union.”

Article 4 TEN-T guidelines

Objectives of the trans-European transport network

The trans-European transport network shall strengthen the social, economic and territorial cohesion of the Union ...

through:

Accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;

...But not implemented !

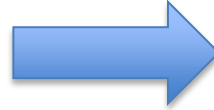
CEF transport budget is running out and concentrated on 9 terrestrial corridors



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95 % of the budget for the transport sector of the Connecting Europe Facility (CEF) for the seven-year period will have been committed by July 2017

More than 95 % for 9 priority terrestrial corridors



The CPMR :

- Calls on the **European Commission** to carry out an **in-depth geographical assessment** of how the peripheral areas were taken into account in these calls
- Demands the balance of CEF funding available for 2017-2020 to be used for **projects which improve the accessibility of the peripheries**. This demand is addressed **to the Commission** and **to the Member States**
- Invites the Commission, between now and 2020, to prepare **“targeted” calls**, giving priority to the types of projects that are characteristic of peripheral regions, including islands and outermost regions ?



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Territorial cohesion needs to be introduced into the future CEF Regulation

- ❑ Include accessibility among the “**specific sectoral objectives**” for transport
- ❑ Guarantee the share of the budget allocated to the TEN-T **comprehensive network**
- ❑ Need for objective and incontestable **accessibility criteria**, as a **formal annex** to the CEF regulation

Close partnership already engaged with the European Parliament to obtain this : 104 MEPS – including 12 islanders - signed a Written Declaration prepared with the CPMR

CEF support for maritime transport needs to be increased



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- The ceiling for financial **subsidies for port projects** should be increased: from the current **20%** up to **40%**, depending on the level of accessibility
- The subsidy rate for **Motorways of the Sea** projects should be between **30%** (current) and **50%** depending on the degree of accessibility of the ports concerned, in accordance with the **annex** to the Regulation defining accessibility criteria.
- Post-Marco Polo support for maritime transport **services** to be introduced

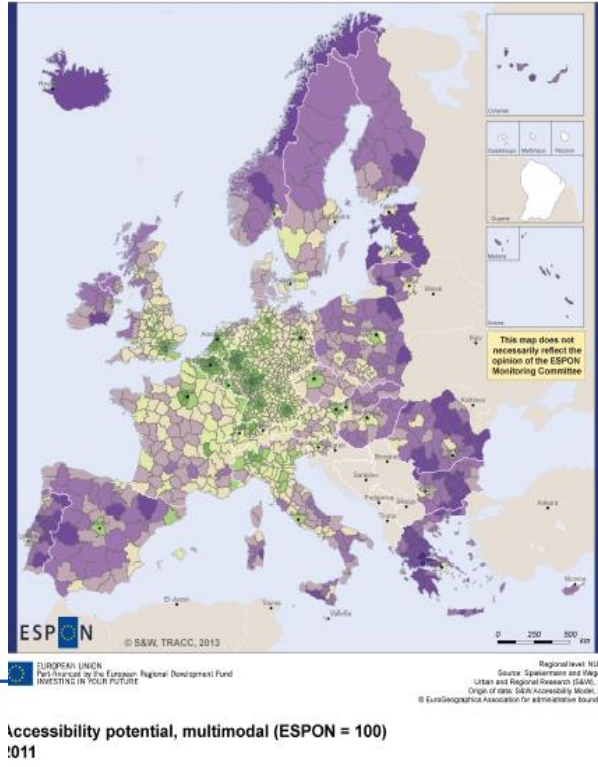
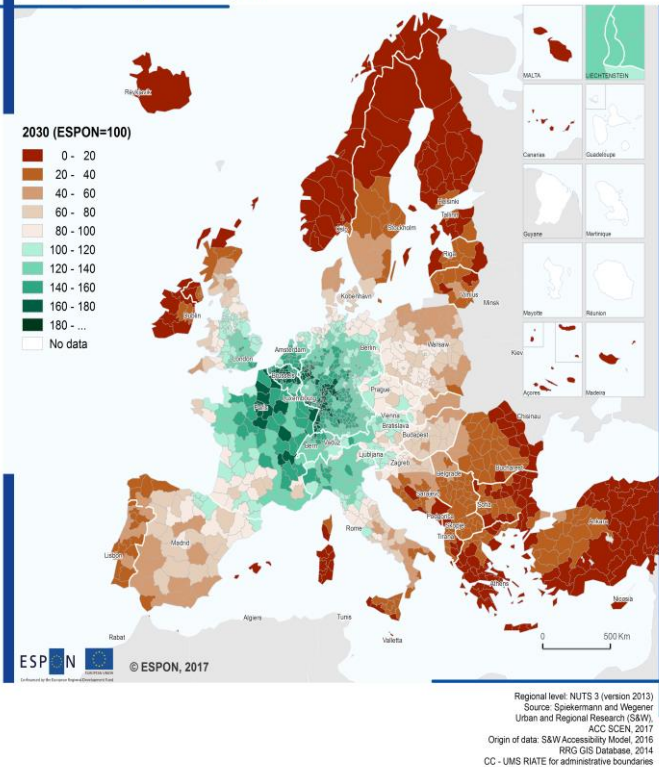


Accessibility campaign : Why are next steps needed ?

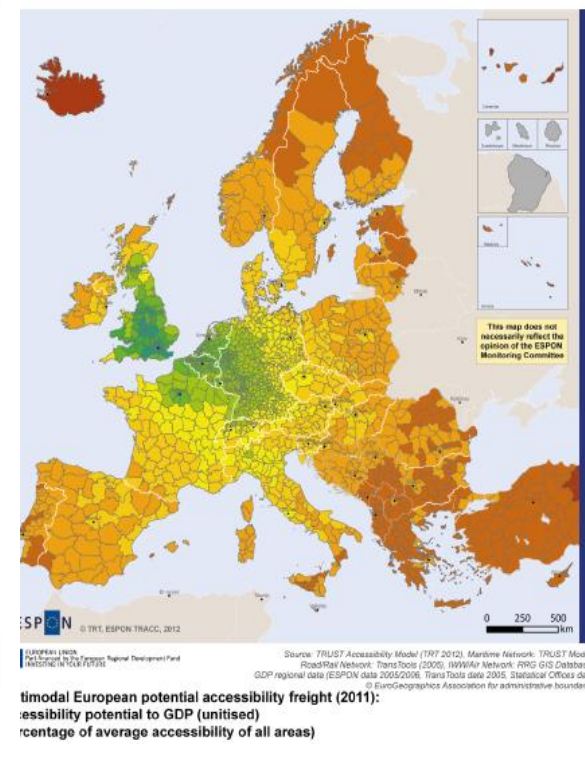


... BECAUSE ACCESSIBILITY IS STILL AN ISSUE :

Accessibility potential, rail



Accessibility potential, multimodal (ESPON = 100)
2011



bimodal European potential accessibility freight (2011):
Accessibility potential to GDP (unitised)
Percentage of average accessibility of all areas

AVIATION IS ALSO TO BE CONSIDERED : Connectivity for all Europe's regions
Work with the CoR – Landergren report ?



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Thank you!

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