

# INTERREG CENTRAL EUROPE PROGRAMME 2021-2027

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Priority 3: Cooperating for a better connected central Europe  
SO 3.1: Improving transport connections of rural and peripheral  
regions in central Europe

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## **Disclaimer**

*This document has been approved by the programming Task Force “Working Group CENTRAL EUROPE 2021+” as an advanced draft of the Interreg CENTRAL EUROPE Programme 2021-2027. The document was drafted in compliance with Article 17 of Regulation (EU) 2021/1059, according to the template annexed to the aforementioned regulation.*

*Further information on the programming process for the Interreg CENTRAL EUROPE Programme 2021-2027 can be found at [www.interreg-central.eu/CE21-27](http://www.interreg-central.eu/CE21-27).*

*Please note that contents of this document may change also substantially following negotiations with the concerned parties, namely the nine Member States participating in the Interreg CENTRAL EUROPE Programme and the European Commission.*

## Priority 3: Cooperating for a better connected central Europe

**Specific objective:** Improving transport connections of rural and peripheral regions in central Europe

*Reference: Article 17(3)(e)*

PO3 - (ii) Developing and enhancing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility

**Related types of action and their expected contribution to those specific objectives and to macro-regional strategies and sea-basin strategies, where appropriate**

*Reference: Article 17(3)(e)(i), Article 17(9)(c)(ii)*

*Text field [7000]*

### **SO 3.1: Improving transport connections of rural and peripheral regions in central Europe**

#### **Territorial needs for central Europe**

The programme area is a central junction at the heart of Europe. Seven of the nine core network corridors (CNC) of the trans-European transport network (TEN-T) cross central Europe and it also connects the Baltic and the Mediterranean seas. This territorial setting has made central Europe since centuries an important hub for many trade and transport routes to which many regions are physically or socio-economically connected. A better accessibility throughout the entire area could strategically facilitate central Europe's participation in EU-wide and global trade and improve regional competitiveness.

However, for some regions, especially rural and peripheral regions including those that cross borders, the accessibility to the main transport corridors and nodes is still limited. There is the need to introduce sustainable and smart transport services to bridge missing connections and to remove bottlenecks in order to ensure good accessibility across central Europe. Furthermore, and in line with the EU Green Deal, transport emissions need to be reduced by 90% by 2050. This calls for smart and sustainable approaches to regional mobility, inter-modality as well as the introduction of IT-supported solutions for mobility management.

#### **Transnational cooperation actions**

Under this SO, Interreg CE will support transnational cooperation to improve the mobility in and accessibility of rural and peripheral regions, especially in view of their linkages to main EU transport corridors and nodes, and in particular regional economic centres. Sustainable solutions such as improved digital connectivity will also help to reduce transport-related pollution and

greenhouse gas emissions and positively affect socioeconomic developments. Possible cooperation actions include the joint development and implementation of strategies, action plans, tools, training, pilot actions and related solutions. Actions should improve transport-related policies and increase capacities for a coordinated, integrated planning of sustainable transport and mobility systems making use of digital solutions to the possible extent.

More concretely, the programme will fund actions in the following thematic fields (non-exhaustive list):

- Demand-responsive and flexible regional passenger transport
- Accessibility of rural and remote areas and their connectivity to main EU transport corridors
- Removal of transport barriers and bottlenecks across borders and beyond
- Strategic regional transport and spatial planning
- Multi-modal freight transport and logistic chains in rural and peripheral areas and connections to transport nodes

**Examples of actions supported (non-exhaustive list):**

- Developing and implementing integrated and multi-modal mobility strategies fostering effective and sustainable connections within rural and peripheral regions and their connection to the main transport nodes and corridors
- Designing and testing integrated, demand-responsive and sustainable transport solutions to better connect rural and peripheral areas to major transport nodes
- Identifying and supporting the removal of transport barriers and bottlenecks through e.g. improved cooperation among transport stakeholders and coordinated planning of strategic investment
- Improving the coordination between regional transport operators across borders (including e.g. the harmonisation and integration of ticketing information and services and the setting up of interregional partnerships of transport operators)
- Exchanging good practices and developing standards and sustainable solutions to improve regional mobility services in the public interest and to increase their resilience in times of crisis
- Developing and testing smart concepts for regional mobility (including e.g. digital solutions and traffic management systems)
- Improving the strategic and sustainable planning of freight transport and logistics to better align regional planning with central European value chains and TEN-T investments
- Improving transport management and navigation (including e.g. multi-modal logistics to better use existing waterway and rail transport infrastructure)
- Testing the optimisation of logistic chains in rural and peripheral areas through pilot actions based on innovative technological solutions (e.g. digitalisation)
- Developing and implementing green solutions for an efficient “last mile” transport of goods in peripheral, rural and sparsely populated areas

The design of actions under this SO should consider in particular the following issues: reducing the need for transport, reducing or optimizing the transport flows, promoting switching to least

emission-intensive transport systems, reducing or optimizing fragmentation of habitats and reduce the impacts of the transport systems on air and noise pollution, public health; biodiversity and Natura 2000 species and habitats, landscape fragmentation, hydro-morphological impacts, land take and cultural and archaeological heritage as well as relevant international conventions (e.g. Alpine Convention, Carpathian Convention).

Under this SO, the Interreg CE Programme will complement and act as a catalyst to lever further investment for large-scale transport infrastructure. Actions should therefore seek synergies and coordinate with other European instruments and national funds, including e.g. ERDF mainstream programmes, the CEF and the EIB financial instruments, Interreg cross-border programmes as well as consider relevant action plans of macro-regional strategies.

**Expected results**

Transnational cooperation actions will result in increased capacities of central European regions to develop and implement better sustainable transport and mobility services in rural and peripheral including cross-border areas. This will also improve the coordination between transport stakeholders and the access of regions to the main transport corridors and nodes. Pilot actions will demonstrate the feasibility of novel approaches. Investment preparation actions are expected to lever investment from other financing instruments, ultimately leading to a wide deployment of transport solutions across central Europe.

*For INTERACT and ESPON programmes:*

*Reference Article 17(9)(c)(i)*

*Definition of a single beneficiary or a limited list of beneficiaries and the granting procedure*

*Text field [7000]*

N/A

## Indicators

Reference: Article 17(3)(e)(ii), Article 17(9)(c)(iii)

Table 2: Output indicators

Priority	Specific objective	ID [5]	Indicator	Measurement unit [255]	Milestone (2024) [200]	Final target (2029) [200]
3	SO 3.1	RCO 83	Strategies and action plans jointly developed	Strategy/action plan	3	18
3	SO 3.1	RCO 84	Pilot actions developed jointly and implemented in projects	Pilot action	5	36
3	SO 3.1	RCO 87	Organisations cooperating across borders	Organisation	126	180
3	SO 3.1	RCO 116	Jointly developed solutions	Solution	5	36
3	SO 3.1	RCO 120	Projects supporting cooperation across borders to develop urban-rural linkages	Project	8	12

Table 3: Result indicators

Priority	Specific objective	ID	Indicator	Measurement unit	Baseline	Reference year	Final target (2029)	Source of data	Comments
3	SO 3.1	RCR 79	Joint strategies and action plans taken up by organisations	Joint strategy/ action plan	0	2021	14	Programme monitoring system	
3	SO 3.1	RCR 84	Organisations cooperating across borders after project completion	Organisation	0	2021	90	Programme monitoring system	
3	SO 3.1	RCR 104	Solutions taken up or up-scaled by organisations	Solution	0	2021	27	Programme monitoring system	

## Main target groups

*Reference: Article 17(3)(e)(iii), Article 17(9)(c)(iv)*

*Text field [7000]*

Target groups of funded actions can be both individuals and organisations that will be involved or positively affected by the actions. As a result, they will be stimulated to take up solutions for improved transport and mobility, and a better accessibility of peripheral regions. More concretely, target groups include both public and private actors covering a wide range of different sectors and levels of governance, such as local, regional and national public authorities and other institutions dealing with planning and managing transport services and networks, regional development agencies, enterprises, regional associations and innovation agencies, NGOs, financing institutions, education and training organisations, universities and research institutes. Target groups include also all population groups, which potentially benefit from improved regional passenger transport services (e.g. commuters, tourists).

## Identification of the specific territories targeted, including the planned use of ITI, CLLD or other territorial tools

*Reference: Article 17(3)(e)(iv)*

*Text field [7000]*

Actions can be implemented throughout the programme area. They should however primarily address rural and peripheral regions including cross-border regions which are suffering from low accessibility. They will profit most from knowledge exchanges with already well connected regions which in turn will also be able to further improve the sustainability of their regional mobility services.

All possible actions need to consider the specific territorial challenges and settings of the targeted areas and be aligned to the relevant territorial strategies at the respective governance level (local, regional, national).

## Planned use of financial instruments

*Reference: Article 17(3)(e)(v)*

*Text field [7000]*

N/A

## Indicative breakdown of the EU programme resources by type of intervention

*Reference: Article 17(3)(e)(vi), Article 17(9)(c)(v)*

Table 4: Dimension 1 - intervention field

Priority no	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.1	95	1.039.925
3	ERDF	SO 3.1	100	1.039.925
3	ERDF	SO 3.1	101	1.039.925
3	ERDF	SO 3.1	104	1.039.925
3	ERDF	SO 3.1	108	5.199.625
3	ERDF	SO 3.1	109	6.239.550
3	ERDF	SO 3.1	110	1.039.925
3	ERDF	SO 3.1	112	1.039.925
3	ERDF	SO 3.1	114	1.039.925
3	ERDF	SO 3.1	116	1.039.925
3	ERDF	SO 3.1	120	1.039.925

Table 5: Dimension 2 - form of financing

Priority no	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.1	01	20.798.500

Table 6: Dimension 3 - territorial delivery mechanism and territorial focus

Priority No	Fund	Specific objective	Code	Amount (EUR)
3	ERDF	SO 3.1	33	20.798.500