



EUROPEAN UNION

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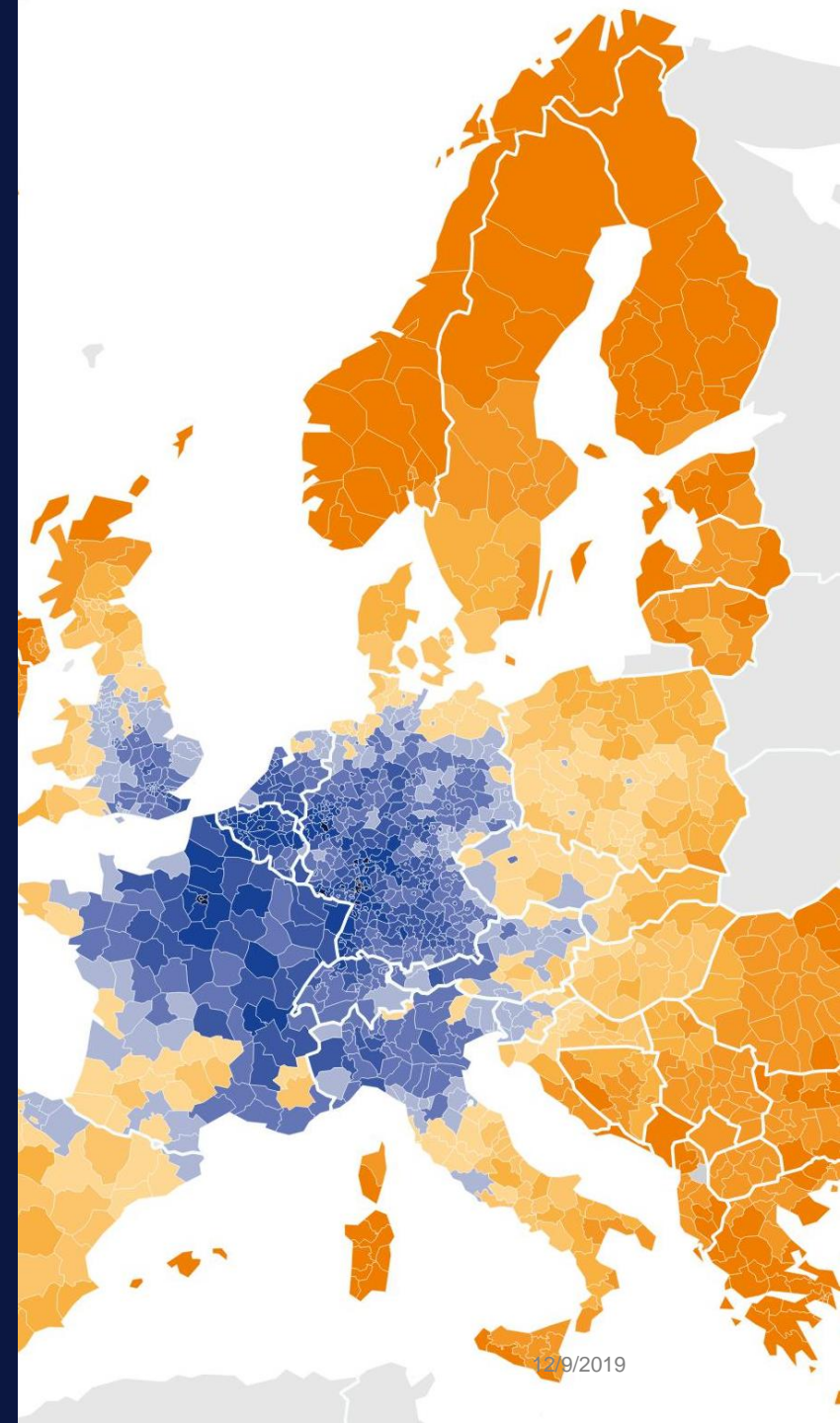
Inspire Policy Making with Territorial Evidence

// SOET – State of the European Territory (More Connected Europe)

1

Policy challenge

Ensuring a balanced territorial accessibility while supporting the decarbonization of transport and increasing road safety



Different patterns to increase accessibility within Europe

Increasing accessibility potential by rail: northern Europe, Spain and parts of Central Eastern Europe. High future improvements in the Baltics.

Increasing accessibility potential by road: Spain, west of France and Eastern Europe. High future improvements in western / central Romania.

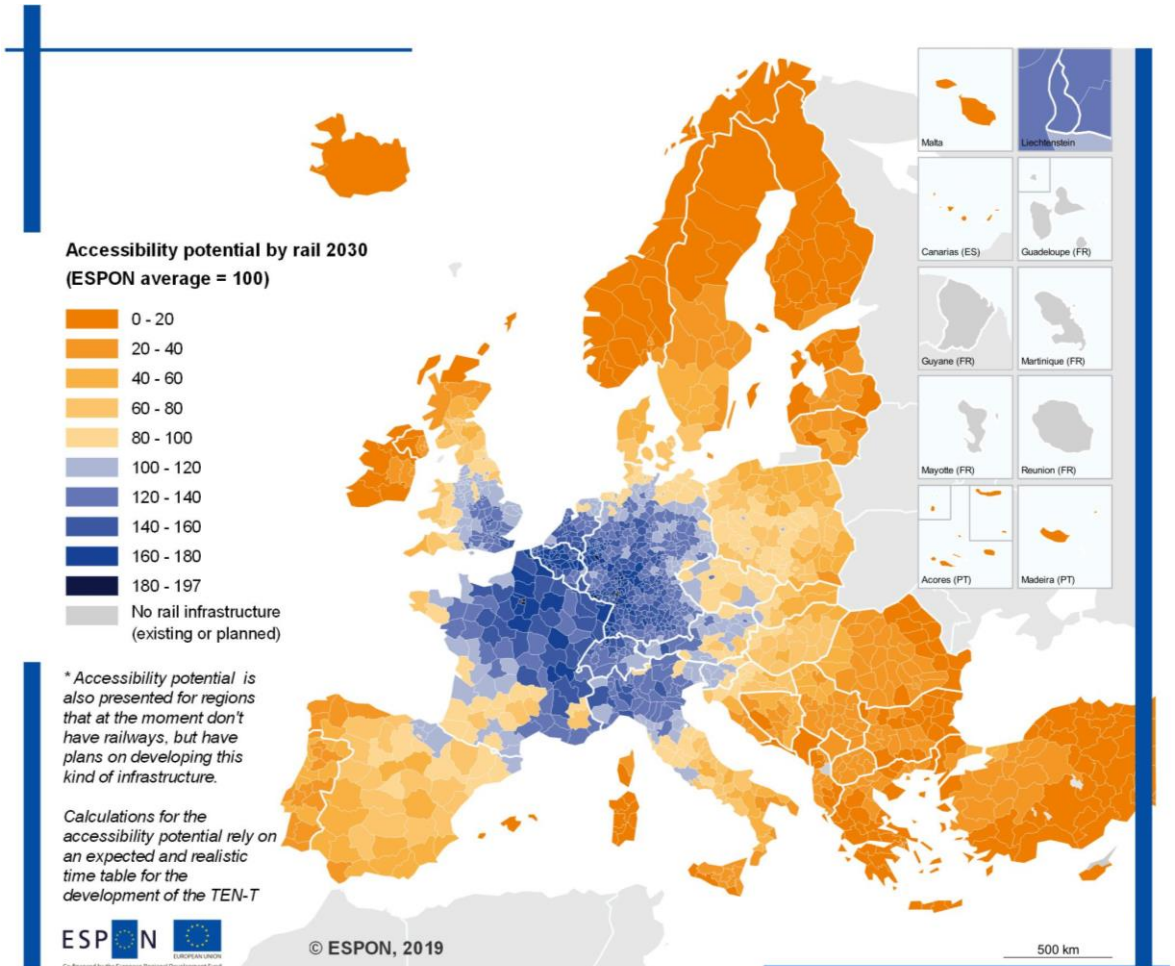
Air accessibility: second tier cities, particularly in Romania and the Baltics. Three possible future scenarios: a) regional airports gaining, b) regional airports losing and c) air connections reduced due to more severe climate and environmental policies.



The potential of intermodality should be given proper weight both in defining EU programmes and in local and regional policy.

Monitoring and evaluation tools are needed in order to better understand the territorial impact of improvements made to the TEN-T network, especially in terms of CO2 emissions.

Directing investments in regions with lower accessibility values should remain a priority of EU Cohesion Policy



Potential accessibility of a place considers the total population and GDP in all regions (opportunities), weighted by respective transport time or cost (impedance) to reach them.

Hinterland accessibility of European ports

A dense network of motorways, railways and even inland waterways are important assets for North Sea ports. They take over most traffic entering Europe.

Asian traffic is passing through the Suez canal passes the Mediterranean and enters Europe through the North Sea ports.

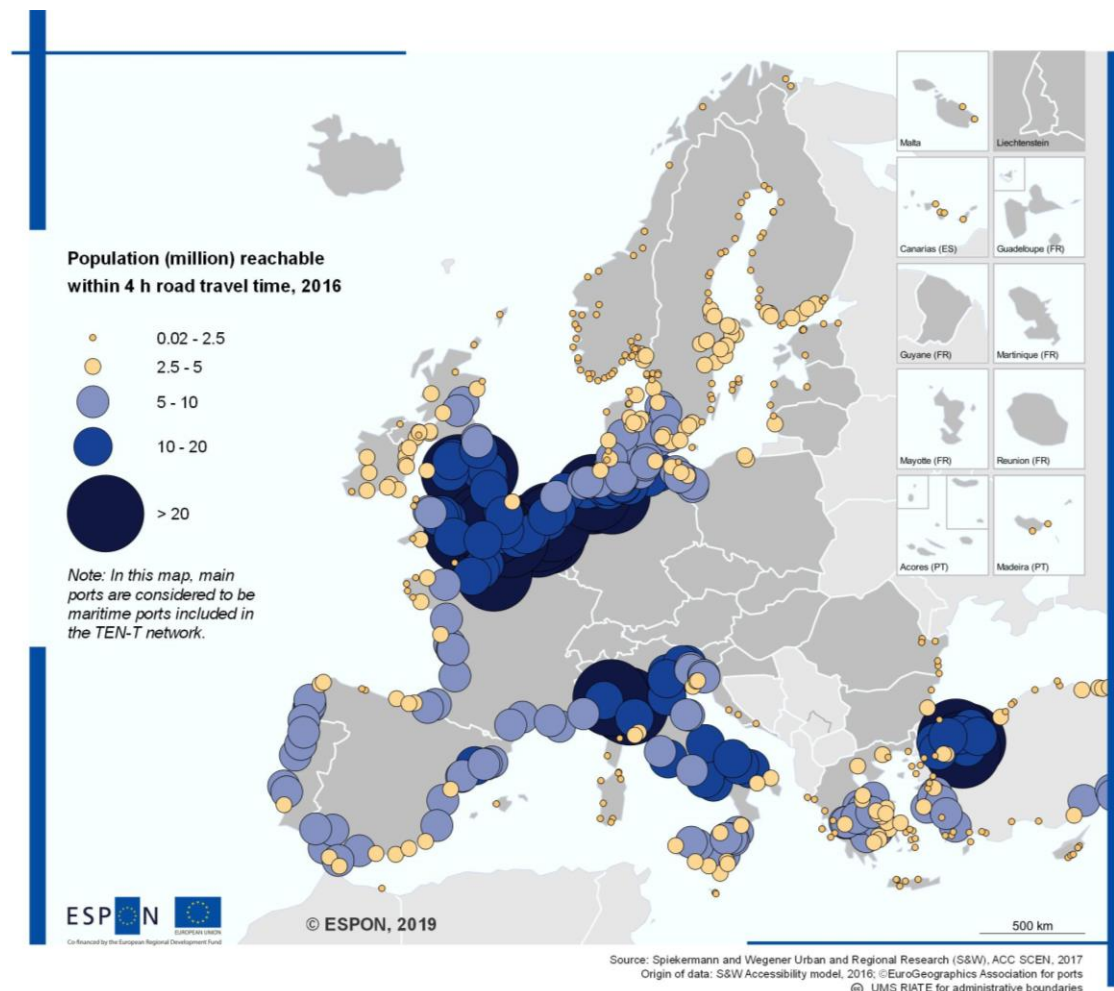
Mediterranean and Black Sea ports have lower hinterland connectivity. Their potential role of gateways to Central Eastern Europe is diminished.



The EU should further support the improvement of port-hinterland connections in order to create a more geographically-balanced European port system.

Countries should give more attention to linking MoS and Ten-T network in order, especially for strategic trade routes.

Maritime spatial planning and land-sea interactions should be further integrated into spatial planning at national and regional level.



2

Policy challenge

Strengthening connections to the core TEN-T network and *fighting* transport poverty, especially in TGS



Peripheralization and accessibility in TGS

The lack of transport infrastructure remains one of the main drivers of peripheralization.

Half of Europe's mountain regions are considered inner peripheries.

Island regions remain dependent on sea or air accessibility and have a low variety of connections to the mainland.

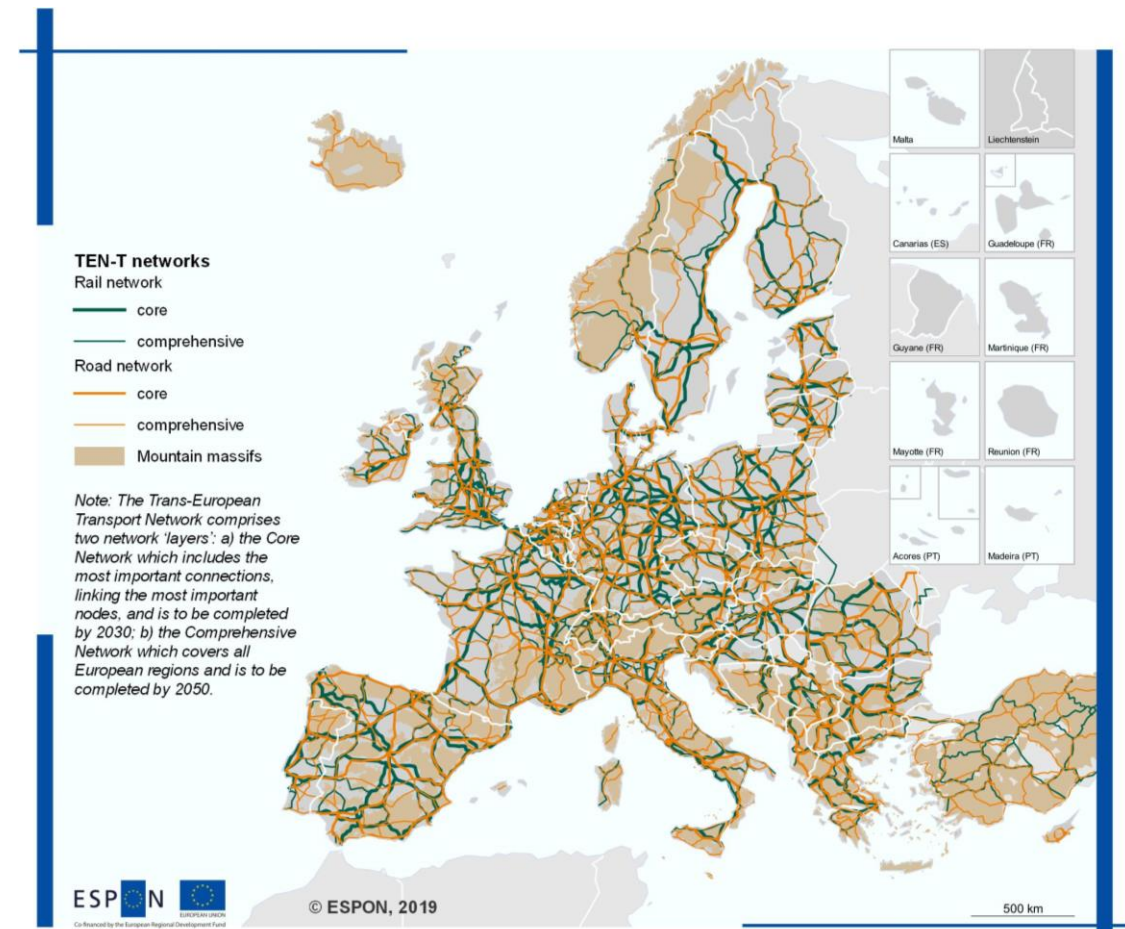
By 2030:

Mountain and coastal regions should reach 80% of ESPON average in potential accessibility

Island regions and sparsely populated areas should reach only 20% of ESPON average.



TEN-T should address the resilience of transportation systems by supporting the development of secondary networks in TGS.



Keeping public transport services viable in non-metropolitan areas

Accessibility by car is generally higher at regional and local level than accessibility by public transport.

Public transport provides high accessibility within metropolitan areas, in city centres and along well-established routes with a high level of service.

Minimum public transport services are available at reasonable cost in most regions of Europe.

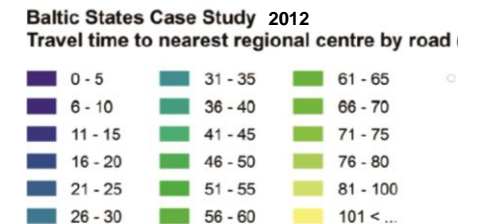
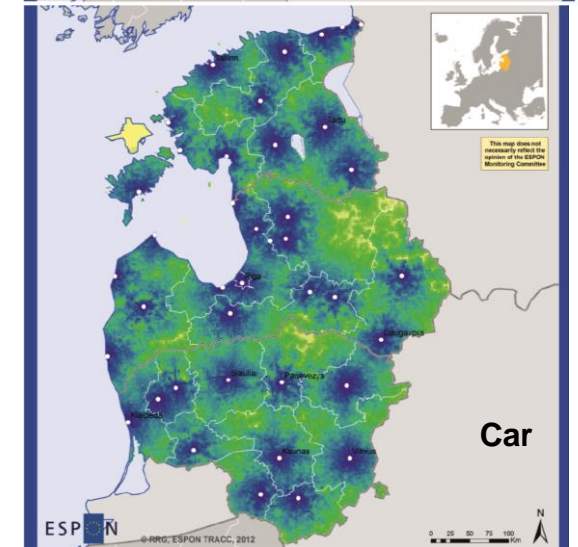
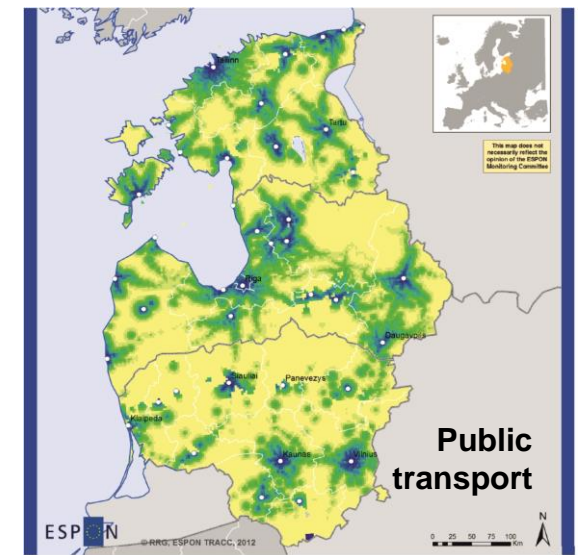
Non-metropolitan areas tend to remain car dependent. Financial resources to fund public transport services in rural areas and smaller cities are lower, while the provision costs are higher, due to low demand.



Harmonizing national, regional and local transport services, especially by creating integrated fare systems.

More attention should be paid to further encourage the development and adaptation of innovative tools such as village minibuses, social transport, shuttle vans, demand responsive transit and others.

Adoption of „Comprehensive transport plans” should ensure a better territorial mobility management at local and regional levels.



3

Policy challenge

Strengthening connections to the core TEN-T network, fighting transport poverty, especially in TGS



Hinterland accessibility of European ports

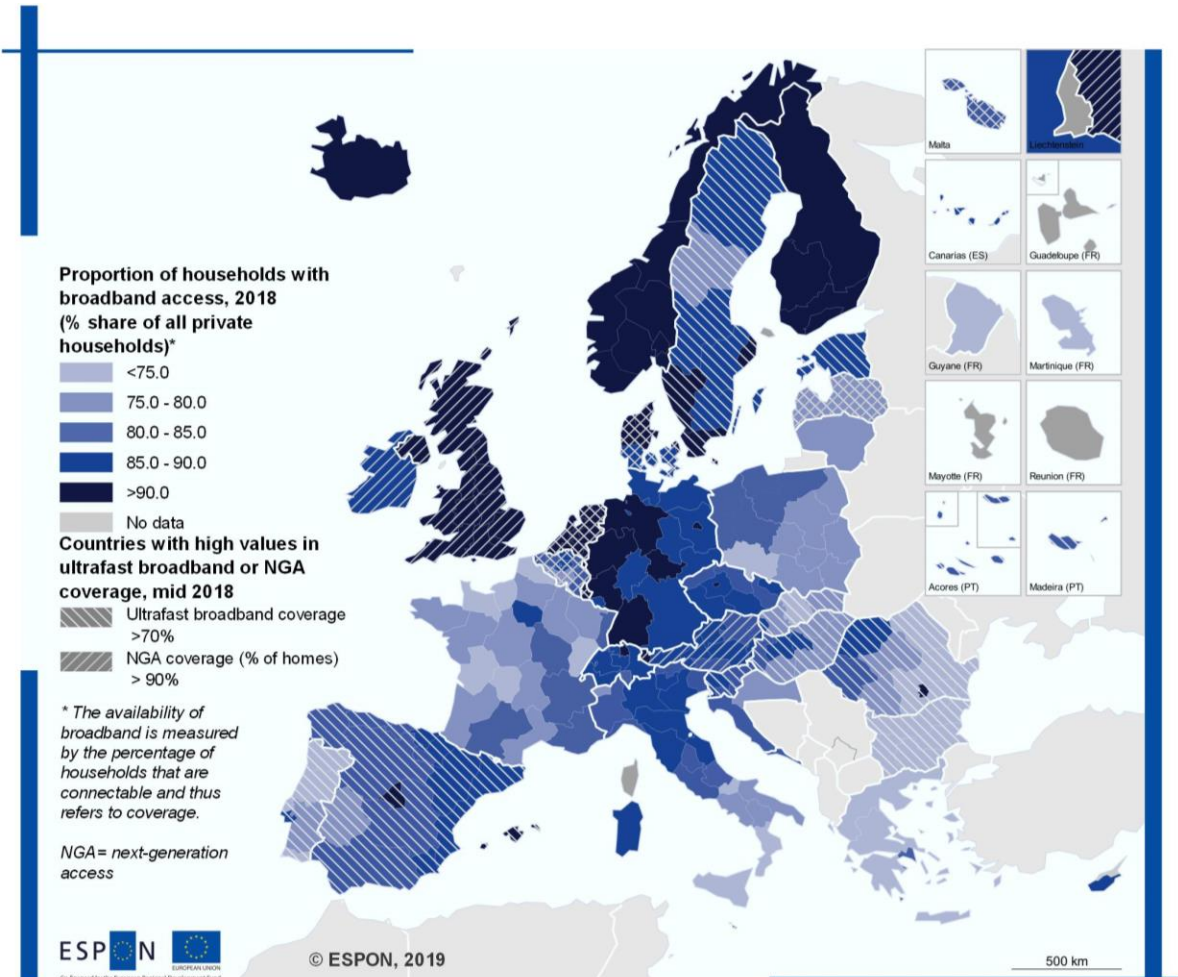
The core-periphery pattern visible in terms of physical accessibility is just partially valid for digital connectivity.

Eastern European states lag behind in access to broadband but their internet performance tends to be quite high.

Digital connectivity is not always directly related to population density. Good digital connectivity, together with access to a large variety of digital services reduce the need for physical infrastructure and help sparsely populated territories to combat remoteness.



Investments should target particularly rural areas, especially those lacking access to broadband, helping them overcome physical remoteness. Increasing demand or subsidising are options for digital connectivity in territories with geographic specificities.



Regional level: NUTS 2 / 1 / 0 (2013)
Source: ESPON SOET (2019)
Origin of data: Eurostat, DESI Index 2019
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// Thank you

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