



THEMATIC CONCENTRATION AND INTERREG SPECIFICITIES

Czech Perspective on European Territorial Cooperation after 2020



Position

CZ supports preserving the principle of thematic concentration for INTERREG programmes. At the same time it emphasizes that all future thematic objectives of cohesion policy should enable support of activities which are typical for Cross-Border Cooperation.



Rationale

The requirement for concentrating at least 80 % of the programme allocation on the maximum of four out of eleven thematic objectives is in the same time broad enough to provide tailor-made priorities to the needs of all our regions, while giving programmes incentive to prioritize as well. Therefore, we support continuation of thematic concentration beyond 2020, with a similar structure of thematic objectives.

On the other hand, we see more demand for opening up the future thematic objectives to activities typical for Cross-Border Cooperation programmes.



Example

Regulation 1301/2013 in Article 3, Point 2 stipulates that: “*Under the European territorial cooperation goal, the ERDF may also support the sharing of facilities and human resources, and **all types of infrastructure across borders in all regions.***” However, there are no investment priorities among those referring to the Thematic Objective 7 (TO7) which could be used for financing e.g. Cross-Border road infrastructure, detached from TEN-T.

In specific terms, available investment priorities under the TO7 are the following ones:

7) promoting sustainable transport and removing bottlenecks in key network infrastructures by:

- a) supporting a multimodal Single European Transport Area by investing in the TEN-T;*
- b) enhancing regional mobility by connecting secondary and tertiary nodes to TEN-T infrastructure, including multimodal nodes;*
- c) developing and improving environmentally-friendly (including low-noise) and low-carbon transport systems, including inland waterways and maritime transport, ports, multimodal links and airport infrastructure, in order to promote sustainable regional and local mobility;*
- d) developing and rehabilitating comprehensive, high quality and interoperable railway systems, and promoting noise-reduction measures;*
- e) improving energy efficiency and security of supply through the development of smart energy distribution, storage and transmission systems and through the integration of distributed generation from renewable sources;*

Apparently, under CBC activities contributing to TO7 we can either support connectivity to TEN-T (a, b,) or focus rather on making the current infrastructure greener (c). While excluding the railway systems (d) and energy distribution networks (e), no space is left for small-scale CBC road infrastructure, which is, however, fully in line with promoting local CBC mobility of the public.



Suggested change

The most desirable solution would be to ensure that each Thematic Objective allows for implementation of activities typical for Cross-Border Cooperation programmes.

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