



The future of Interreg

Interreg



Pascal Boijmans
European Commission
DG Regional and Urban Policy – Unit D2

Cohesion Policy 2021-2027

- **Stronger strategic focus**
 - Focus on transition to smart, low carbon economy
 - Less policy objectives, stronger link to European Semester
- **Concentration**
 - Thematic concentration
 - Focus on impact and result orientation (indicators!)
- **Simplification and flexibility**

Five policy objectives for Cohesion Policy:

1. **A smarter Europe** (innovative & smart economic transformation)
2. **A greener, low-carbon Europe** (including energy transition, the circular economy, climate adaptation and risk management)
3. **A more connected Europe** (mobility and ICT connectivity)
4. **A more social Europe** (the European Pillar of Social Rights)
5. **A Europe closer to citizens** (sustainable development of urban, rural and coastal areas and local initiatives)

! Two additional specific objectives for Interreg: 1) better Interreg governance and 2) a safer and more secure Europe

Budget Interreg

MFF agreed in July: **EUR 7 950 000 000** for Interreg

Strand A cross border cooperation : 71.9% (EUR 5 712 790 000)

Strand B transnational cooperation: 18.4 % (EUR 1 466 000 000)

Strand C interregional cooperation: 6.3% (EUR 500 000 000)

Strand D outermost regions: 3.4% (EUR 271 210 000)

Co-financing rate: **80%**

A more connected Europe

- **Accelerating the shift to sustainable and smart mobility**
 - *developing a sustainable, climate resilient, intelligent, secure and intermodal TEN-T;*
 - *developing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and **cross-border mobility**;*
 - *promoting sustainable multimodal urban mobility.*
- **Priorities:**
 - *Better connectivity*
 - *More sustainability; reducing externalities*
 - *Both need to be addressed during programming*

Opportunities of INTERREG for transport

- **Opportunity for close cooperation** → removing political and administrative obstacles → improved cross-border regional and local mobility
- targeted financial assistance can help **to tackle technical barriers** for improved mobility across borders, such as **lacking interoperability or short missing sections** of cross-border infrastructure
- Interreg should focus in particular on **transport services** which require close and sustained cross-border cooperation (e.g. cross-border rail and public transport services, car sharing or public bicycle schemes, etc.)

Opportunities of INTERREG for transport

INTERREG possibilities for:

- Developing the transport strategies
- Joint comprehensive transport plans
- Feasibility studies
- Encouraging the embedding cooperation
- Missing links
- In some cases infrastructure / innovative transport solutions
- Note: always cross border

Support under INTERREG mainly via

- PO 3 (a more connected Europe) and
- Interreg Specific objective on better governance

Thank you for your attention!

pascal.boijmans@ec.europa.eu

https://ec.europa.eu/regional_policy/index_en.cfm

Interreg



30 years
together