



# Towards a climate neutral transport for all in 2050, at the latest

*Approved by the CPMR General Assembly, 17-18 October 2019, Palermo (Sicily, Italy)*

## A WELCOMED AMBITION

The Conference of Peripheral Maritime Regions called repeatedly for a strong EU ambition in terms of climate change.

Therefore, the CPMR sees a great opportunity in the first declaration of the new President of the Commission, Ms Von Der Leyen in her Agenda for Europe. Europe should indeed take “the global lead on the major challenges of our times”.

The “European Green Deal” that is announced as The tool to turn Europe as the first climate neutral continent is full of promise. Trying to turn the major challenge that is Climate Change into a bag full of opportunities echoes the work and engagement that European Maritime Regions have put their efforts in for the last years. It, also, brings few questions and doubts on how this promising ambition is to be implemented in our Regions.

The decision to place the Commissioner for Transport under the guidance of the Executive Vice-President for the European Green Deal is, also a positive sign. So is the turn of the Commissioner’s mission letter into something greener than Commissioner Bulc’s 5 year ago, although, some lacks and questions remain. The answer we need cannot be sectoral. It demands a comprehensive strategy that tackles European Transport Policy together with Climate, Energy, Digital, Urban, Regional, Environment, Cohesion, Social, Industrial and Economic Policies.

In this context, the CPMR as decided to take the opportunity of a new Commission and a new Parliament to express its views on the European ambition for a climate-neutral transport in 2050 at the very latest.

## For a comprehensive European Strategy for climate neutrality in 2050 at the very latest

1. **The EU must put in place a comprehensive strategy for climate neutrality that addresses in an integrated manner Transport, Climate, Energy, Digital, Urban, Regional, Environment, Cohesion, Social, Industrial and Economic Policies.** Such a strategy needs to be supported by an ambitious budget and strong regulatory package.
2. **The EU must reach climate neutrality in 2050 at the very latest and engage considerable efforts at the soonest.** It must deliver significant reduction of the carbon footprint of transport by 2030 in line with international agreements.

## For a Territorially Just Transition towards climate neutral transport in 2050 at the very latest

3. **The EU and States should ensure that climate neutrality is achieved by all territories across Europe. The implementation of this necessary objective should not put any territory aside.** The path towards climate neutrality will potentially increase transport costs, at least in the short term. This should not result in deteriorated connectivity between centres and peripheries, especially for those that are only accessible by air or by sea. Well-functioning climate neutral transport services must be available in all kind of territories and affordable for all citizens and businesses.
4. Climate neutral transport will demand major innovations. The current developments towards increasing digitalisation and automation have a strong potential for contributing to that ambition. Peripheral Maritime Regions should not suffer from their situation and be kept aside when developing new solutions. They should, on the contrary, be **considered as living innovation labs to develop and test new and innovative transport solutions.** Such Regions need more knowledge and increased capacity to be able to benefit from the technologies of the future, but also to mitigate related risks. The Regions can also play an important role in fostering awareness and societal acceptance in this context. In this transition process, there should be a special attention to Regions that are only accessible by air or by sea.
5. **The objectives in terms of emission reduction should be shared across all transport modes,** including aviation that should not be tackled from a negative angle but from an ambitious perspective in terms of greening airports and airplanes. Air connectivity is a matter of survival for many European Regions and getting to a climate- neutral Europe should not be reached while leaving some of them aside.
6. The Regulation(s) that will guide the transition should **ensure a certain level of flexibility.** Indeed, sustainable mobility solutions differ from one territory to the other depending on the level of urbanisation and territorial accessibility, insularity, connectivity to the main networks or model of territorial planning for instance. It should allow different energy sources and modal mixes depending on territorial characteristics providing, of course, that it contributes to reaching the objectives in terms of climate neutrality.
7. It is crucial that **cross border continuity and interoperability is at least maintained** when developing new or innovative transport modes and infrastructures. This is to avoid missing links between member States and ensure cross border connectivity.
8. From a transport infrastructure perspective, the climate neutrality should be **the objective for the whole network,** from the TEN-T Core Corridors to the secondary networks, including the

sections of the Core and Comprehensive networks. Such ambition demands a comprehensive investment strategy. It is therefore vital to harmonise technological specifications and increase the density of charging and refuelling stations for alternative fuels – in particular for hydrogen fuel.

## Meeting investments needs: A fitted transport investment Plan towards climate neutrality by 2050 at the very latest

9. **The Connecting Europe Facility must be adequately funded** as it is the main investment tools supporting Europe Transport Policy. This is especially important as the transition towards climate neutrality will demand massive investments in transport infrastructures.
10. **Structural Funds must remain a major investment tool** as it acts as an enabler for Regions to develop adapted solutions and complement CEF for infrastructures that are not in the TEN-T Core Network.
11. The proposed Sustainable Europe Investment Plan and the strategy for green financing are promising tools. They should contribute to the implementation of the Green Deal and cover transport related investments.
  - a. Indeed, **Public funds alone are not sufficient to answer the major challenges** ahead of us. These demand to mobilise massively public and private funds by combining the available tools including grants, public and private investments.
  - b. The new Europe's climate bank that is to be created on this basis **should support transport related investments**. This new investment bank should dedicate consistent efforts in developing geographical investment platforms in order to maximise the geographical coverage of supported projects including in the comprehensive network.
12. **The Just Transition Fund proposed by President Von der Leyen in the framework of the European Green Deal looks promising**. It should be open to transport related project and should not be developed at the expense of the existing Funds that contribute to develop projects that contribute to the transition towards carbon neutral transport, including CEF and Structural Funds. The CPMR will follow closely the concrete proposal that the European Commission will put forward.
13. **Additionally, State aid rules should allow for greater flexibility in the transport sector**. Greater flexibility would not only better meet the needs of the territories but would also ensure higher sustainability standards. Thus, the complementary role of state aid to CEF and structural funds as key enabler of sustainable solutions for all transport modes would be reinforced.

## Betting on the Sea: the MoS way

14. **The TEN-T Regulation should include a strong ambition for Motorways of the Sea (MoS) as part of the Green Deal**. It should have clear objectives:
  - a. **Contribute to decongesting** urban nodes and terrestrial roads by shifting to the sea. It should encourage short sea shipping;
  - b. **Reach climate neutral maritime transport in Europe by 2050 at the very latest**. This objective demands that MoS benefit from the same funding opportunities as the other 9 TEN-T Corridors, including in the framework of InvestEU. In a short-term perspective, it could also result in broadening the scope of Sulphur Emission Control Areas (SECAs) to other sea basins in Europe;

- c. Enhance territorial accessibility of Maritime Regions** by providing a clean and efficient alternative to air and terrestrial modes and provide strong connection between the Islands and to the continent;
- d. Revive the European maritime industry** as part of a new industrial strategy in the framework of the Green Deal. The EU should seize the opportunity to turn the European shipbuilding and marine renewable energy sector into a worldwide leader in green vessels building and renewable energy development;
- 15. The development of EcoBonus like tools should be encouraged** in order to facilitate the development of sustainable maritime routes;
- 16. The scope of MoS should be broadened** by opening it up to the links between ports of the comprehensive network of the TEN-T. Additionally, the criteria to set the eligibility of ports to the TEN-T should be based on their strategic importance for the EU and its territories (see proposed list of criteria set in Annex I).
- 17. MoS and ports should better integrated into the whole network and their cross-border nature should be acknowledged.** The EU must appreciate the benefits that ports bring to the Union. Ports do not only serve a tool to develop maritime transport, but also as multimodal platforms fully integrated into the European network. They act as bridges to and from the continent, as hubs for the energy transition and as key platforms to answer last mile related challenges.
- 18.** The CPMR underlines that the implementation of the TEN-T Regulation brought great opportunities for the European ports. Therefore, in order to maintain this positive dynamic, **the TEN-T ports should not be downgraded on the basis of potential variations of the traffic.**

### **Bridging Sea and Land: The Railway**

- 19.** Developing maritime and railway transport as a solution towards climate neutrality demands major effort to **enhance interoperability between maritime and railway traffic as well as the connection of ports to the railway network.** In the field of land transport and high capacity for both people and goods, the **railway must be the backbone for mobility.** Accordingly, the maps of TEN-T corridors should match rail freight corridors, and railway based commuting areas should be developed as an essential tool for climate change mitigation and competitiveness of the Regions.
- 20.** Finally, it is of utmost important that the whole network is implemented in compliance with the established deadline of 2030 for the Core network and 2050 for the comprehensive. The trans-European network has to be built for mixed traffic favouring the most sustainable solutions while removing the remaining bottlenecks, especially in the cross-border sections. In order to enable the European Union to be equal to the ambitions it needs to espouse, there can not be such thing as railway border in order to ensure a functioning European transport network.

## ANNEX: Suggested new criteria for ports eligibility

As expressed in its answer to the Public Consultation on TEN-T, the CPMR underlines that the criterion to establish the relevance of a port (or an airport) cannot be limited to its passenger or transshipment statistics. The strategic and territorial importance must be taken into account. In the comprehensive network, **the articles 20.2.c, 20.2.d and 24.2.a of the TEN-T Regulation ensure that territorial importance of transport infrastructures is must be maintained** in order to ensure that the comprehensive network. The CPMR invites the EC to consider also **better taking into account the strategic territorial importance of ports for the Core Network complementing the current quantitative approach by a more qualitative approach to transport infrastructures**. The criterion B3(P) of the Planning Methodology should provide clear definition to “façades or coastlines relevant at European scale”.

New measurable criteria could for instance be based on the following elements:

### 1. Taking into account the multiple activities of ports

Ports carry out diverse activities that have a strong European added value, beyond passengers and transshipment. The calculation model used to establish port's eligibility should therefore include other activities than passengers and transshipment only. For instance, the need for connexion to the hinterland for ports that also have fishing activities is currently not recognised under the TEN-T. Connexion to the European transport network is very important to ensure an uninterrupted cooling chain from the landing port to the commercialisation places.

### 2. Contribution to the development of marine renewable energies (including offshore wind):

The EU should value the role of ports in developing Marine Renewable Energies. A criteria based on the number of megawatts generated by MRE facilities that are supported by the port (maintenance, building) could be created.

### 3. Population in the urban area of the port by looking into smaller scale than the 88 nodes

Not all the important urban areas at Regional scale are included into the list of 88 urban node. Aiming to improve the connectivity of EU citizens outside these 88 nodes, the European Commission could consider creating a population criteria for the ports of the Comprehensive network. It could for instance, consider the eligibility of ports that are connected to urban areas over 200 000 inhabitants

### 4. Share of modal shift from/to rail in the port's activities

In order to encourage transition towards a maritime/rail transport model, the share of modal ship should be taken into account. It could result in creating a criteria establishing that at least 10% of the total transshipment shift from/to rail.

### 5. Role of port in terms of maritime safety

There should be a criteria established to ensure the integration of ports that provide services for repairing, assistance and rescue, refuge in heavy maritime traffic zones where similar services do not exist in a radius of at least 200 kilometres. Such criteria could use a various set of indicators such as, for instance, the number of ships to which a mandatory ship reporting system applies that are transiting in the port's area yearly; maritime surveillance functions; number of operation conducted for the European Maritime Safety Agency or number of intervention at sea is support to commercial ships.

### 6. Role of port in terms of defence and dual use between civilian and military to echo the new CEF priority on military mobility.

Dual use ports should be designated by the competent authority.



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**The Conference of Peripheral Maritime Regions (CPMR) brings together some 160 Regions from 25 States from the European Union and beyond.**

Representing about 200 million people, the CPMR campaigns in favour of a more balanced development of the European territory.

It operates both as a think tank and as a lobby group for Regions. It focuses mainly on social, economic and territorial cohesion, maritime policies and accessibility.

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**Ref : CRPMPPP190003**