

Interreg - IPA CBC 
Greece - Albania



Drafting of the Interreg IPA Cross-Border Cooperation Programme “Greece-Albania 2021-2027”

2ND PHASE OF CONSULTATION

WORKSHOP ON PRIORITY AXIS 2-

IMPROVING ACCESSIBILITY IN THE CROSS-BORDER AREA

2nd phase of Consultations Workshops

Aim of the 2nd phase of public consultation is to further elaborate the outcomes of the 1st phase of consultation with stakeholders and the proposed Programme Strategy.

The second workshop regards the second priority axis proposed for the new Programme Strategy:

Priority Axis 2: Improving accessibility in the cross-border area

Presentation of the Priority Axis-Needs and Challenges of the Programme area

Review of proposed specific objectives per Priority Axis and collection on feedback on indicative interventions, result and output indicators.

Programme Area

Greece

1.EL531 (Grevena)

2.EL532 (Kastoria)

3.EL533 (Florina)

4.EL531 (Kozani)

5.EL541 (Arta)

6.EL 541 (Preveza)

7.EL542 (Thesprotia)

8.EL543 (Ioannina)

9.EL621 (Zakynthos)

10.EL622 (Kerkyra)

11.EL623 (Kefallinia, Ithaki)

12.EL624 (Lefkada)

Albania

1.AL031 Berat

2. AL033 Gjirokastër

3.AL034 Korçë

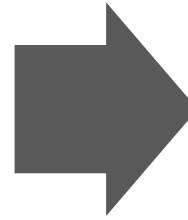
4.AL035 Vlorë

5.AL032 Fier

Analyzed on NUTS III Level (2021 classification)

**Regional Unit of Kozani and the Region of Fier are
the new eligible areas.**

Priority Axis 2: Improving accessibility in the cross-border area



PO3- a more Connected Europe, with strategic transport and digital networks

Enhancement of connectivity in the cross border area

Decarbonization of transport and development of intelligent and intermodal mobility

Improvement of accessibility in the cross-border areas.

Proposed Specific Objective

SO 2.1

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

Which are the main objectives of PO 3 of the new Cohesion Policy?

Enhancing digital connectivity

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

Digital connectivity and IT network

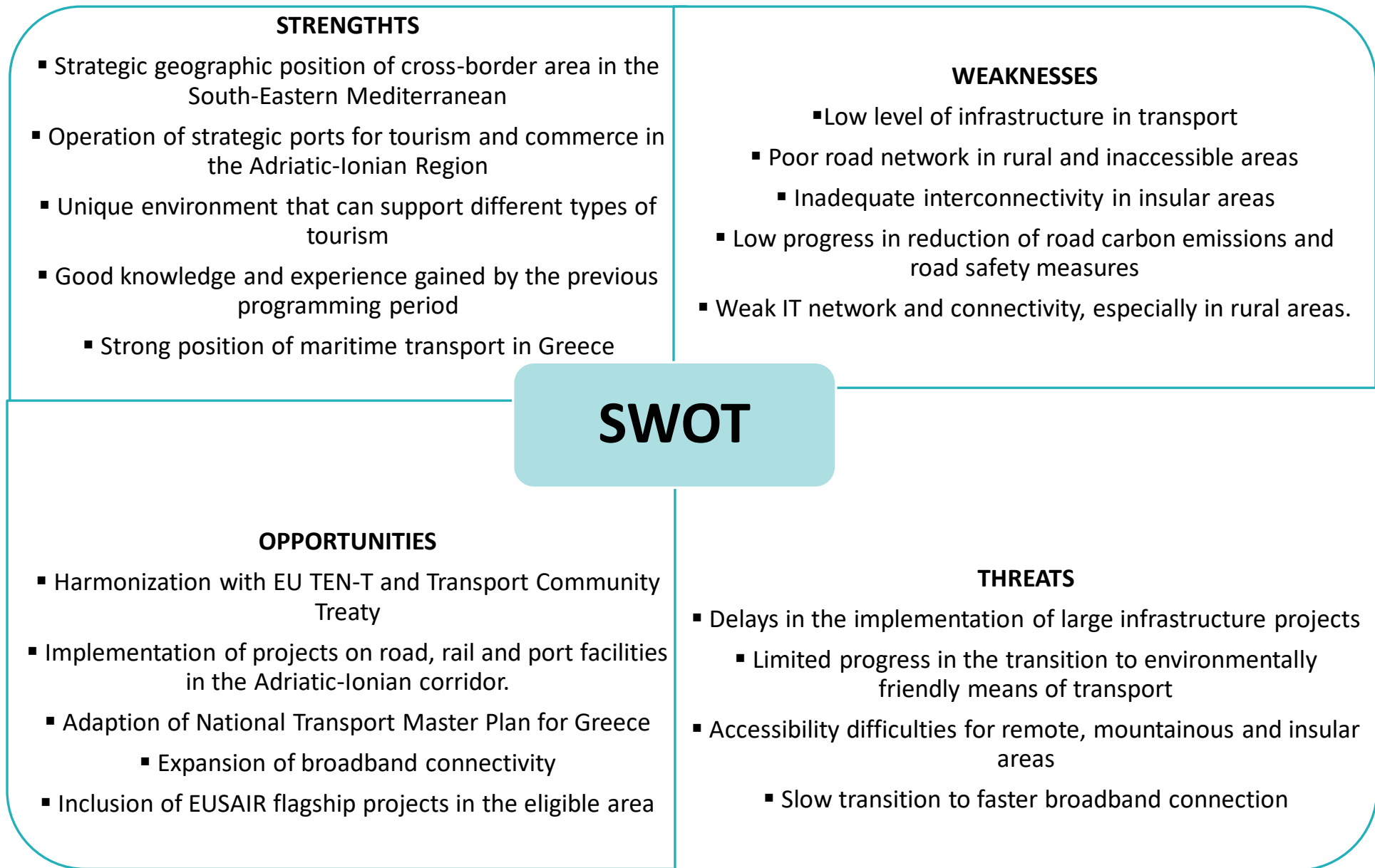
- IT network in the rural cross border areas remains weak. There is the need for improvement of connectivity and support of ICT infrastructure in order to facilitate the business and tourism sector.
- In Albania there is a considerable gap in fixed internet-broadband penetration between urban and rural areas. Rural areas in Albania account for 40% of the population, but only 5% are connected to the internet.
- In Greece, the transition to fast and ultrafast broadband is much slower than in the rest of the EU. Although the national broadband plan has been updated, there are considerable delays in project implementation and the absorption of allocated funds remains low.
- The use of internet services is picking up, although from a markedly low level. Moreover, regional disparities in terms of access to internet are particularly high. For visitors, the area's digital connectivity is an important aspect.
- Cooperation for the improvement of digital connectivity could increase the number of visitors in the area and ensure a better experience for them.

Connectivity and mobility

- For the Programme Area the biggest challenge for mobility and connectivity is the low quality and density of infrastructure. Rehabilitation of infrastructure and superstructure of the maritime ports is an area of strategic cooperation.
- Albania has made some progress in repairing and maintaining its core road infrastructure, but problems of connectivity still remain, especially in the remote areas of the southern part. Improvement of road network is also necessary especially in the rural areas of southern Albania in order to facilitate the population and improve accessibility in remote and mountainous areas.
- Progress is also made in the preparation of road, rail and port infrastructure projects, especially along the Adriatic-Ionian corridor and corridor VIII (Varna–Durrës). Road safety issues though are still a concern for Albania, pointing out that interventions are needed in order to eliminate “blackspots” and reduce road fatalities.
- Greece presents low performance rates as well, in the fields of road safety and service quality. Road fatalities are still high in Greece comparing to the EU average, as 64 fatalities per million inhabitants were recorded in 2018, against an EU average of 49. The Greek fleet is also highly dependent on oil with low use of renewables, resulting to low score in carbon emissions performance.
- Greece and the European Investment Bank, have prepared a National Transport Master Plan for Greece. The main goals for Greece include increase of multi-modality for freight transport by improving rail connections to Trans-European Networks ports and redesign of the coastal shipping network to create regional nodes that will allow faster transfer to smaller ports and islands.

Maritime transport and connectivity

- The Programme area includes strategic ports (port of Corfu, Igoumenitsa, Vlore and Saranda) important for tourism and commerce. Maritime transport is one of Greece's competitive advantages that could be furtherly exploited contributing in domestic economy and urban regeneration.
- According to statistical data for 2019 in Greece a total of 881.237 passengers have disembarked in the port of Igoumenitsa and a total of 561.204 passengers in the port of Corfu. The highest number of passengers disembarked in recorded from March until August (602.487 passenger in Igoumenitsa and 519.119 passengers in Corfu) and is connected with tourism.
- The improvement and enhancement of their infrastructure and services is crucial for the improvement of accessibility. Intermodal transport is particularly limited. This curb the potential exchange of goods both from the coast to hinterland and vice-versa. Scarce connectivity between ports, coastal areas and the inland hampers the possibility of goods and persons to move from the coastline to internal areas.
- In the Greek programme area and specifically in the Region of Ionian Islands connectivity within the insular complex is inadequate. Ferry connectivity between the Ionian islands is a major issue for the Region and it is also affected by seasonality.
- It has to be noted that a direct ferry connectivity between all of the Ionian Islands is available only during the tourism season, but frequency of routes and capacity of passenger's load are low. A ferry connectivity is available between the islands of Kefalonia, Lefkada and Zakynthos. The port of Corfu is the only one connected with the Diapontia Islands, but frequency of routes is higher only during summer. The port of Corfu is also the only one connected with the Albania, as there is a ferry connectivity with the port of Saranda. However, frequency of routes and passenger's capacity load are low. Since the breakdown of the COVID-19 pandemic sea connectivity between Greece and Albania is unavailable according to the measures applied for preventing the spread of the virus.
- The cross-border area presents a unique environment that could support the promotion of different types of tourism such as hiking tourism, eco-tourism, agro-tourism, etc. For example, improving accessibility and creating safe networks for hiking paths could be a field of cooperation for the Programme area. Adjusting tourism products and services in the cross-border area to the needs of both residents and visitors with special access needs (i.e. senior groups, young people and schools, disabled people, families with low income) is also crucial.



Ranking of Needs and challenges

Which of the identified needs do you consider more important for the cross-border area? (Please select up to 2 identified needs).

Low level of
infrastructure in
transport

Weak IT network and
connectivity,
especially in rural
areas.

Poor road network in
rural and inaccessible
areas

Inadequate
interconnectivity in
insular areas

Low progress in
reduction of road
carbon emissions and
road safety measures

Needs and Challenges of the Cross-border area?

Can you identify other needs of the cross-border area of higher priority that can be targeted under Priority Axis 2?

Evaluation of the proposed Specific Objective

Do you believe that the proposed specific objective SO 2.1 “Developing sustainable, climate resilient, intelligent and intermodal national, regional and local mobility, including improved access to TEN-T and cross-border mobility” responds efficiently to the identified needs of the Programme area?

Other Specific Objectives

Could you identify other specific objectives of higher priority for your intervention area or sector than the ones proposed? (Select one of the following specific objectives or indicate an other).

Enhancing digital connectivity

Developing a sustainable, climate resilient, intelligent, secure and intermodal TEN-T

Promoting sustainable multimodal urban mobility

Other

Other Specific Objectives

If you chose other in the previous question please indicate the other type of specific objective that you consider of high priority for the Programme area.

Indicators in the new Programming Period

- Common output and result indicators are set in the ERDF and CF Regulation, grouped indicatively per policy objective.
- **Expected change is reflected in Result Indicators:** short term effects of the intervention, with reference to direct addressees, population targeted or usage of infrastructure ('direct' results).
- **Output Indicators reflect** specific deliverables of the intervention (products or services produced during implementation).
- The main difference from the 2014-2020 programming period regards the concept of **“Result”**.
- In 2021-2027 “Result” is directly connected with the implemented interventions and the data for their achievement will derive from the activities and the projects implemented.
- The set of common indicator is built in a way that data can be collected from projects or directly from the monitoring system of the managing authority. For some of the result indicators (ex: SMEs), there could be also additional options for data sources such as administrative registries, surveys, or other national databased.

Output indicators: Milestones 2024, Targets 2029

- All outputs selected in the programme linked to SO
- Milestones to be achieved by the end of the year 2024 for output indicators
- Targets to be achieved by the end of the year 2029 for output indicators
- Baseline always 0
- The output indicators used for a project should be the most representative for the intervention

Result indicators: Baselines, Targets 2029

- All results selected in the programme linked to SO
- No milestones
- Baseline – 0 or reference value (value before the start of intervention)
- The result indicators should be chose such that they reflect the main objectives of the interventions.

Output Indicators

- RCO 43 - Length of new roads supported - TEN-T 4
- RCO 44 - Length of new roads supported - other
- RCO 45 - Length of roads reconstructed or upgraded - TEN-T
- RCO 46 - Length of roads reconstructed or upgraded - other
- RCO 47 - Length of new rail supported - TEN-T
- RCO 48 - Length of new rail supported - other
- RCO 49 - Length of rail reconstructed or upgraded - TEN-T
- RCO 50 - Length of rail reconstructed or upgraded - other
- RCO 51 - Length of new or upgraded inland waterways - TEN-T
- RCO 52 - Length of new or upgraded inland waterways - other
- RCO 53 - Railways stations and facilities - new or upgraded
- RCO 54 - Intermodal connections - new or upgraded
- RCO 100 – Number of ports supported
- RCO 58 - Dedicated cycling infrastructure supported
- RCO 59 - Alternative fuels infrastructure (refuelling/ recharging points) supported
- RCO 60 - Cities and towns with new or upgraded digitised urban transport systems

Result Indicators

RCR 55 - Users of newly built, reconstructed or upgraded roads

RCR 57 - Length of European Rail Traffic Management System equipped railways in operation

RCR 59 - Freight transport on rail

RCR 60 - Freight transport on inland waterways

RCR 62 - Annual passengers of public transport

Project idea Form

What is it's scope?

Aim of the project idea form is to identify type of interventions that can be supported under Priority Axis 2 and the respective specific objectives. It also contributes in identifying common needs of the programme area and the how cross-border cooperation can achieve expected changes.

Project idea Form

What do you need to fill in?

Participants are asked to:

- Provide a brief description of an intervention that they consider to be important for the Programme area in relation to identified needs and link it to a specific objective of the Priority Axis.
- Specify contribution of suggested intervention to EUSAIR pillars or emblematic priorities.
- Indicate the type of beneficiaries and the type of interventions
- Identify result and output indicators according to the suggested intervention

How and when to submit?

The “Project Idea Form” is available on Google Form and can be submitted electronically until 15/4/2021

<https://forms.gle/tcgoyU14dZFucoCx6>