



A strategy for the European Territories
Committee of the Regions

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Atlantic
Cities



The Atlantic Cities' network

The **Atlantic Cities** is an association that represents the local governments of the Atlantic Arc since July 7th 2000. It is:

- ✓ The only network of local authorities in the Atlantic Arc
- ✓ Composed by diverse local authorities
- ✓ Founding member of C4C ("Cities for Cooperation"), a platform composed of Iberian, Atlantic, Mediterranean and Adriatic-Ionian cities.
- ✓ A resource center for policy positions and EU projects
- ✓ A reference for the European institutions, registered in several expert groups
- ✓ Organizer of the "Atlantic City of the year Contest"



Territorial Cooperation: Thinking out of the box

In February, the **Atlantic Cities** Executive Bureau adopted its position on the Atlantic Corridor (TEN-T) and a declaration in favor of the Atlantic macro-region. This is not a coincidence, as :

- ✓ The "macro-region" idea is struggling to reach the member states
- ✓ The argument for moving from a maritime strategy to a macro-region seems incomplete
- ✓ It is necessary to build on the *acquis*, on concrete *work in progress*
- ✓ The mobilization must therefore go through a unifying **flagship project**





Why an Atlantic Macro-region

Need for an Atlantic territorial plan with a better consideration of:

- ✓ the objectives of **territorial cohesion** and the balanced development of the EU: integrated approach, recognition of *peninsularity* situations, better distribution of funding.
- ✓ functions of **European importance**: flagship projects that benefit the whole continent to facilitate ownership of Member States and Board approval in a Brexit context.
- ✓ **qualitative and not exclusively quantitative** criteria: from social cohesion to better communication with citizenship from understandable projects.



How do we obtain an Atlantic Macro-region?

Supporting the reflection on the **integrated territorial approach**

- ✓ Enlarging the RIS3 approach to transnational areas
- ✓ Starting from existing cooperation in the territory
- ✓ Examining other cross-cutting, Atlantic or contiguous projects
- ✓ Declining the different dimensions of flagship projects

Using the concept of **corridor** as a key element of political positioning

- ✓ Baltic: Maritime Corridor
- ✓ Danube: River Corridor



Can we reach an Atlantic RIS3 ?

RIS3 Objectives:

- ✓ Improve the innovation process,
- ✓ Focus investment and create synergies,
- ✓ Enhance governance and stakeholders involvement
- ✓ Respond to economic and societal challenges,
- ✓ Develop and implement strategies for economic transformation,
- ✓ Strengthen regional attractiveness for international investors.

• **Does it ring a transnational bell?**



Can we reach an Atlantic RIS3 ? Project compatibility

Atlantic Corridor Objectives:

- ✓ Improve the economic process,
- ✓ Focus investment and create synergies between flows,
- ✓ Enhance governance and stakeholders involvement
- ✓ Respond to economic and societal challenges,
- ✓ Develop and implement strategies for economic transformation,
- ✓ Strengthen regional attractiveness for international investors.

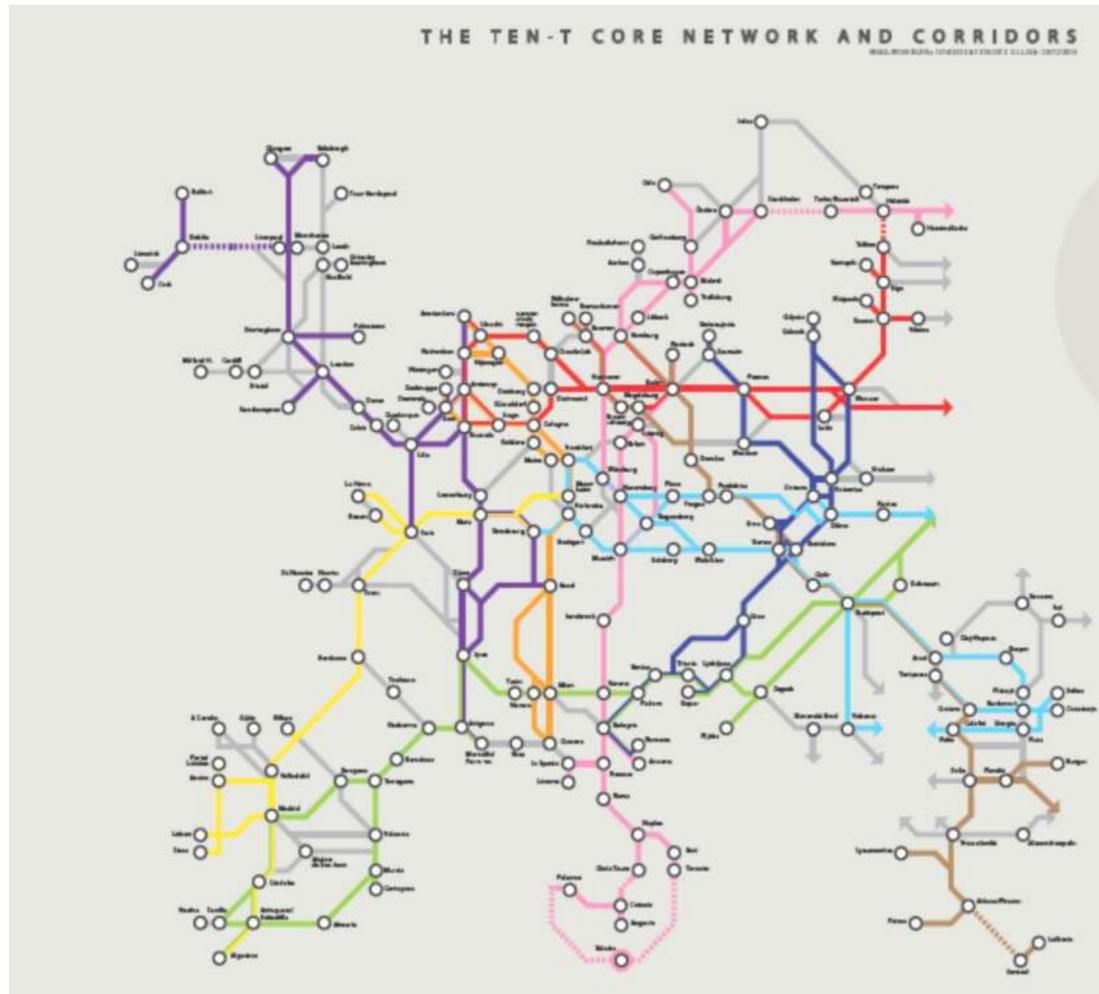
**Footnote: innovation relies on productivity gains, i.e. a more efficient transport system*



TEN-T 2023/2021: How to improve the accessibility and connectivity of our Atlantic cities?

Today, there is a clear deficit in the TEN-T architecture on the Atlantic seaboard of the EU:

Led by the presidency and Brest Metropole (Ocean Commission) the Atlantic Cities network continues the action for a **full extension of the Atlantic corridor** and a better integration of its ports to the central network. In the context of Brexit, the Atlantic Cities claim stronger links with Ireland





TEN-T 2023/2021: How to improve the accessibility and connectivity of our Atlantic cities?

- ✓ The objective is to **promote a real extension of this corridor to Ireland**, via the adapted ports of Brittany, Normandy and Pays de la Loire.
- ✓ Other Atlantic ports offer **reliable connections**, such as Cherbourg, La Rochelle in France; Porto-Leixoes-Viana in Portugal and Santander, Vigo or A Coruña in Spain
- ✓ Tomorrow, the Celtic Sea and the entrance to the Channel may be a **major cross-border maritime area**.
- ✓ These additions to the existing corridor would provide Ireland, in addition to a **planned link to the North Sea**, a **shorter and more direct route** to the heart of Europe



Révision MIE 2020
Révision RTE-T 2021

Situation actuelle
(mars 2019)

Proposition adoptée dans
le cadre du trilogue
institutionnel
(Commission européenne
– Conseil européen –
Parlement européen) en
mars 2019

En jaune le corridor
atlantique, avec
désormais un
branchement de Nantes/
Saint-Nazaire



Révision MIE 2020
OBJECTIF

Révision RTE-T 2021

Plate-forme de positionnement
du réseau Villes Atlantiques : Réseau Central du RTE-T et Corridor
Atlantique





Portrait of an Atlantic flagship project : The Atlantic Corridor

- 1. Territorial Cohesion** : The corridor influences both the maritime economy and territorial development
- 2. Multi-fund approach** : CEF is compatible with the ERDF. Other combinations (LIFE, H2020) are also possible.
- 3. Social cohesion and citizens' awareness**: High positive impact of the corridor and an understandable concept
- 4. The corridor is consistent** with the economic, geographical and cultural challenges of the Atlantic territory. It can be a real lever for negotiation.
- 5. The Atlantic Corridor is a transnational project with European impact.**
- 6. Once the project is clear**, the instrument comes naturally!





Lisbon (2019)
Cork (2020)
Brest (2023)

The Atlantic Coast and the EMD

After Poole (2017) and Lisbon this year, two other Atlantic cities were selected to host the event: Cork in 2020 and Brest in 2023

The Lisbon EMD:

On 16 & 17 May 2019 Brest and Viana do Castelo had a booth at the exhibition and Cork announced its next event.

A proposal:

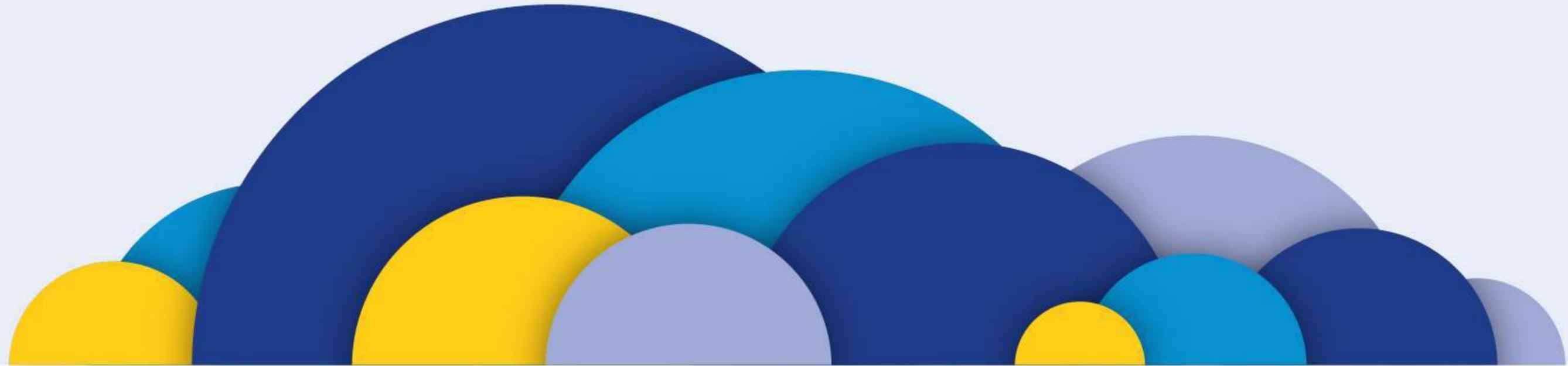
** To maintain a "blue line" between our Atlantic cities around our cooperation and common priority actions during EMD's

** Examples: Accessibility (TEN-T), Maritime safety, blue economy, Renewable Marine Energy, nautism,



The cause of the Atlantic must be, above all, a voluntary action to transform a geography, that of Western Europe, of the Atlantic Arc, into an economic unit and a human territory.

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