



## Contribution of the Atlantic Cities to the TEN-T Consultation

July 2019

The Trans-European Transport Network (TEN-T) of the EU is a major challenge for the cities of the European Atlantic regions, thus the Atlantic Cities welcome the opportunity to express themselves in this consultation. Atlantic Cities call to improve to the connections between them: the ESPON concept (FOCI project) of **contactability** develops the idea of connectivity towards its human size, stating the possibility of going and coming from a meeting in another city in the same day as a measure of the effectiveness of a transport network. Therefore, we would like to highlight several ideas:

1. As stated above, "**contactability**" should be included on the different indicators to **measure the effectiveness** of the TEN-T. The concept should also guide decisions to enlarge the networks and **avoid missing links**, which are especially visible in the Atlantic corridor.
2. The TEN-T should assume itself as a core EU policy by:
  - a. applying in an enhanced manner its principles : **cohesion, sustainability, efficiency and increasing the benefits for the citizens** of the European Union
  - b. **reducing pollution and contributing to climate change and ocean preservation** objectives
  - c. strengthening **territorial cohesion** by completing missing links, both inland and at sea; at national, cross border and transnational levels
  - d. tackling stock of Brexit and thus implementing new network solutions to **connect Ireland**
  - e. better inserting itself in major **EU territorial strategies** like macro regions or the Atlantic Maritime Strategy
  - f. developing **Motorways of the Sea as a key instrument**, both in terms of favorable regulations and visibility.
3. The TEN-T may also play a key role in RIS3 by :
  - a. Fostering **productivity of EU territories**, providing them with an efficient transport service
  - b. Taking into account **indicators of economic importance** (i.e. ports influence in urban areas nearby and hinterland, ports activity development on key fields like fisheries or MRE, risk management and ports role)
  - c. **In landlocked territories, leveraging the negative effects** by promoting appropriate infrastructures, even if they do not meet the general criteria. Using NUTS2 as a criterion will help in this sense.

**ANNEXES: 1. Atlantic Corridor Contribution 2. President Speech on Ireland Connections  
3. Analysis of the relation between RIS3, Macro-Regions and TEN T**



## « Atlantic Cities » and the European Atlantic corridor

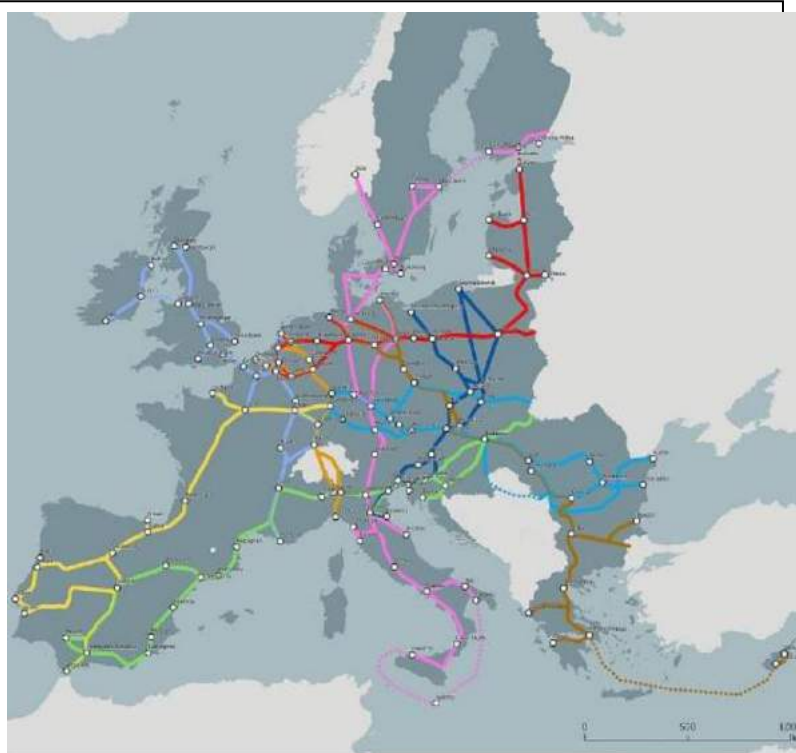
8 February 2019

The EU's Trans-European Transport Network (TEN-T) is a crucial topic for cities in the regions of Atlantic Europe. The issue of improving the accessibility of Atlantic cities is indeed a key question. The same goes for the connections between them: **connectivity**

The TEN-T 2023 review process is already on its way. It should be integrated into the process related to the **financing mechanism, the CEF, which also points out the main question regarding the corridors and their possible extension.**

The analysis and perspectives of the means of connection among the European Atlantic cities, between them and the interior of its territory, in the midst of many questions related to Brexit, lead to the "Atlantic Cities" network to renew its contribution to the European Authorities.

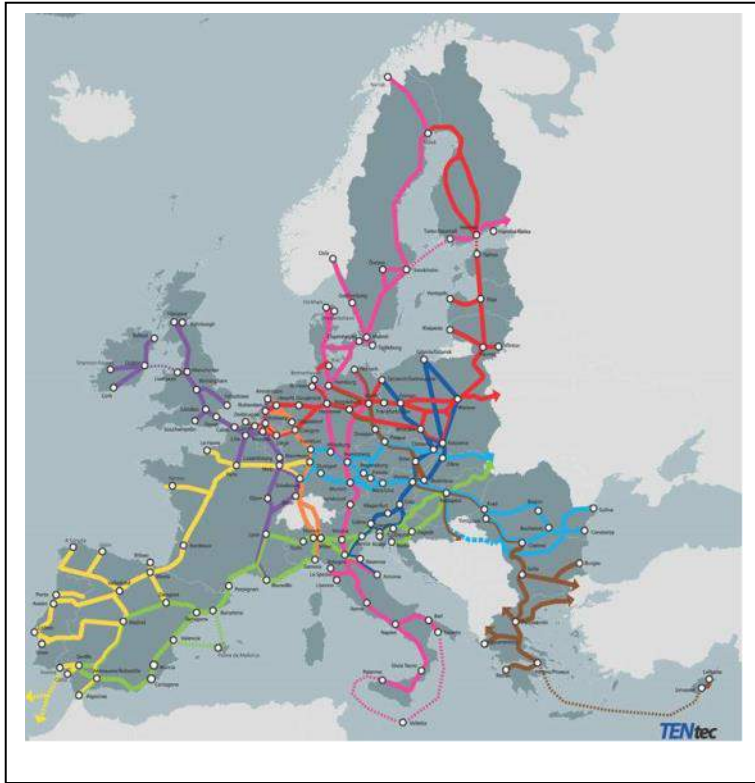
**For the creation of a true "Atlantic corridor"**



**Core Network Corridors**

A (Baltic - Adriatic)	D (Orient/East-Med)	G (Atlantic)
B (North Sea - Baltic)	E (Scandinavian - Mediterranean)	H (North Sea - Mediterranean)
C (Mediterranean)	F (Rhine - Alpine)	I (Rhine - Danube)

The map below shows the current TEN-T architecture and its 9 priority corridors, resulting from the 2013 revision. In yellow, the Atlantic corridor is identified.



Considering a clear lack in the northern component of the current Atlantic Corridor, a proposal from the European Commission under discussion in Brussels, as part of the revision of the CEF, originally planned for 2021, but likely anticipated and adopted before the European elections of 2019, corrects the situation (map 2).

The "Atlantic Cities" welcome with satisfaction a positive evolution of the Atlantic corridor framework with a denser capillarity of the marine enclaves connected in their Spanish and Portuguese parts.

On the other hand, in order to guarantee optimal performance of the corridor, the Atlantic Cities would like to emphasize the importance of the following points:

**The treatment of the French component**, despite the proposed connection between Nantes and Saint-Nazaire, it is still an exception, leaving much of the Atlantic coast of the French West completely out of the way. No connection is planned across the coast between Nantes-Saint-Nazaire and Le Havre on the one hand and between Nantes-Saint-Nazaire and Bordeaux on the other.

The first objective is to promote a real extension of this corridor to Ireland through the ports of Brittany and Normandy. It would be the case of extending the Atlantic corridor to Nantes - Saint-Nazaire, then via Rennes, to improve the rail link, to the ports of Brest and Roscoff, then using the sea links to Ireland: to Cork, Limerick and Dublin. From Dublin and Rosslare, maritime connections would continue on this route to Cherbourg and Le Havre, to join the final component of the Atlantic corridor (towards Paris, Luxembourg and Frankfurt).

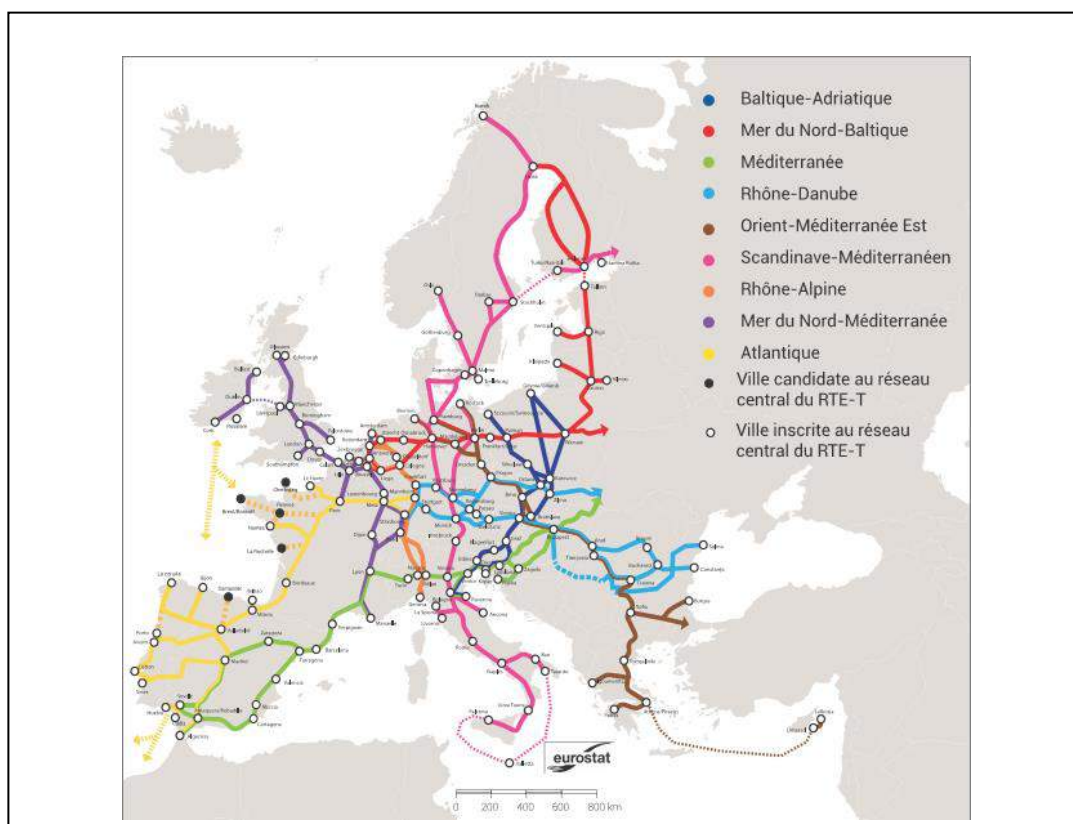
In addition, given the real improvements of the railway line, the Grand National Harbor of La Rochelle should be connected to the corridor via Poitiers and Niort (towards Paris, Lyon and Italy) offering an alternative to the Mediterranean axis for the entire Atlantic coast.

The inclusion of this circuit to the current corridor would offer Ireland, in addition to a planned connection with the North Sea, a second shorter and more direct sea route to the heart of Europe. Tomorrow, the Irish Sea and the entrance to the English Channel could be an important trans-border maritime area.

**The treatment of the Spain - Portugal** component should also be planned in terms of capillarity and efficiency. For example, the Atlantic Corridor should consider the port of Santander as part of the central corridor. This inclusion also ensures new connections to Ireland and smoother traffic in northern Spain.

Likewise, the Atlantic Cities invite the European Commission and the Member States to reflect on the incentives to strengthen the rail network along the Atlantic Corridor, especially between Bilbao and A Coruña.

Finally, the Atlantic corridor should include a section between Vigo and Porto that can guarantee traffic between A Coruña and Lisbon; the lack of connection creates an artificial border between Galicia and northern Portugal.



### **A European perspective:**

Reflections on these marine components of the corridors do not exclude Atlantic cities from attention to the terrestrial connection projects that form part of their extensions. We can thus mention the Center-Europe-Atlantic Railway (VFCEA) under development or, in the longer term, the ALTRO project, which aims to improve the connections between the Atlantic part of France and the region of Lyon; with the extensions of the west side to the region of Nantes and Brittany to the north, and to the New Aquitaine and the Spanish and Portuguese Atlantic regions to the south.

In addition, the Atlantic Cities work with other European networks (Medicities, Adriatic and Ionian Cities, Iberian Transfrontier Network) on the "Cities for Cooperation" platform and cooperate with Atlantic networks: the Atlantic Arc Commission of the CPMR and the Transnational Atlantic Network of Councils Economic and Social.

It should be noted that this approach is converging with that of the CPMR, which calls for Ireland's link to the Atlantic Corridor and the strengthening of all existing maritime links with Ireland.

Atlantic cities also support, with the CPMR, the establishment of a European support mechanism for shipping lines and ports, considering the investments that concern them as cross-border projects.

These "Atlantic Cities" proposals converge with the will of the European Union, through the constant improvement of the TEN-T and its logic of contributing to the objectives of economic, social and territorial cohesion. The definition of European corridors should reflect the European Union's commitments in the fight against climate change, the defense of sustainable development or the need for adapted intermodality.

The "Atlantic Cities" wish to emphasize the European Parliament's decisive role in recognizing a true Atlantic corridor of the TEN-T core network. The decisions adopted by the European Parliament, that of 12 December on the post-2020 CEF and that of 11 January concerning the revision of the North Sea-Mediterranean corridor in the case of Brexit, an emergency provision for 2019-2020, represent real progress. Therefore, we need to support our national governments and the European Council in the process of negotiations which is taking place.

Finally, it is important to highlight that the improvement of the communication lines, both terrestrial and maritime throughout the European Atlantic coast, is an essential objective for the Atlantic Maritime Strategy to truly materialize.

**Speech from the President of Atlantic Cities in the seminar:**  
**« Ireland's European Connectivity –**  
**Ports and maritime links in the Atlantic Sea basin »**

**16-17 April, Dublin**

Atlantic Cities – Ocean and Blue Growth Commission

Dear Prof. Secchi, dear European Commission

I'd like to thank you for the invitation so as to take part today in this key seminar.

“Atlantic cities” is a network of the local authorities of the European Atlantic Arc as mentioned in its previous name (Conference of Atlantic Arc Cities).

The network has two main missions: defend the public interest of Atlantic local authorities before the European institutions and create shared actions, for instance, European projects in various themes: cultural links, innovation, metropolitan functions, etc... Members meet several times all over the year.

Concerning Maritime affairs, several joint actions must be highlighted:

First, there is a dedicated “Ocean and Blue Growth “Committee of “Atlantic Cities” in order to promote:

- the role of cities in terms of sustainable territorial development and blue growth and the connexion of ports between them and with the hinterland
- the economic, innovative and social stakes represented by the Sea for maritime cities and the hinterland
- the synergies between public, research organisations and companies to favour multi-level governances

Several projects of the network deal with maritime issues, like She for Sea, promoting the role of women on Maritime Affairs or AYCH Ocean, working with youth on prototypes to reduce plastic pollution.

As from its creation, Atlantic Cities have been developing several studies on the role and challenges around port cities, and a new proposal is currently being developed. The 1<sup>st</sup> president of the “ports” committee was the city of Cork, whereas today the Blue Growth Commission is led by Brest Metropole.

Do you see the connection?

Since 2009, “Atlantic Cities” has been very active during the preparation and support to the EU Atlantic Strategy, whose priority 3 is dedicated to improve accessibility and connectivity. Both topics are key issues for the regions of Atlantic Europe and Atlantic cities consider **the EU Trans-European Transport Network (TEN-T)** as a fundamental challenge.

In this field, “Atlantic Cities” propose to promote a real extension of the Atlantic corridor to Ireland through some ports of the Atlantic Arc. Considering the current context related to Brexit negotiations (an issue not surprisingly closely followed by Atlantic Cities), the inclusion of this circuit to the current corridor would have offered to Ireland - in addition to a planned connection with the North Sea - a second shorter and more direct sea route towards the heart of Europe. Tomorrow, the Irish Sea and the entrance of the English Channel could be an important trans-border maritime area.

Western Brittany (hosting the ports of Brest and Roscoff) is the closest point of continental Europe from Ireland (with existing or planned links in the fields of maritime transport, energy underwater cable, maritime port cities regeneration...). Other Atlantic ports offer reliable connections, such as Cherbourg, La Rochelle, Nantes – Saint-Nazaire in western France, Porto-

Leixoes-Viana in Portugal and Santander or A Coruna in Spain. This claim was recognized by the European Parliament, but further to the negotiations with the Council, some of these cities have not been selected to join this proposed extension of the Atlantic corridor.

Atlantic Cities will continue to participate to future discussions in this field. The network will contribute to next consultations and negotiations related to the future of the TEN-T and requests for integration of some ports in the core network.

It can be underlined that three Atlantic cities will welcome European Maritime Days: Lisbon in May, Cork in 2020 and Brest in 2023. Atlantic Cities proposes to organise a dedicated workshop on TEN-T for the Cork edition.

### **Conclusions:**

- Atlantic Cities have been working together since 2000 and port development and connectivity are major issues for them
- Atlantic Cities have the experience and the knowledge to support the development of the TEN-T
- Atlantic Cities propose a new definition of the Atlantic Corridor consistent with economic, geographic and cultural links among them. A proposal that favours maritime security and safety and sustainable, multimodal transport
- Atlantic Cities propose to take the opportunity of the next maritime day in Cork to go further in the analysis





A strategy for the European Territories  
Committee of the Regions

July 8th 2019

Tamara Espiñeira  
Secretary-General

@TamaraEspineira @arcatl

*Atlantic  
Cities*



## The Atlantic Cities' network

The **Atlantic Cities** is an association that represents the local governments of the Atlantic Arc since July 7<sup>th</sup> 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*

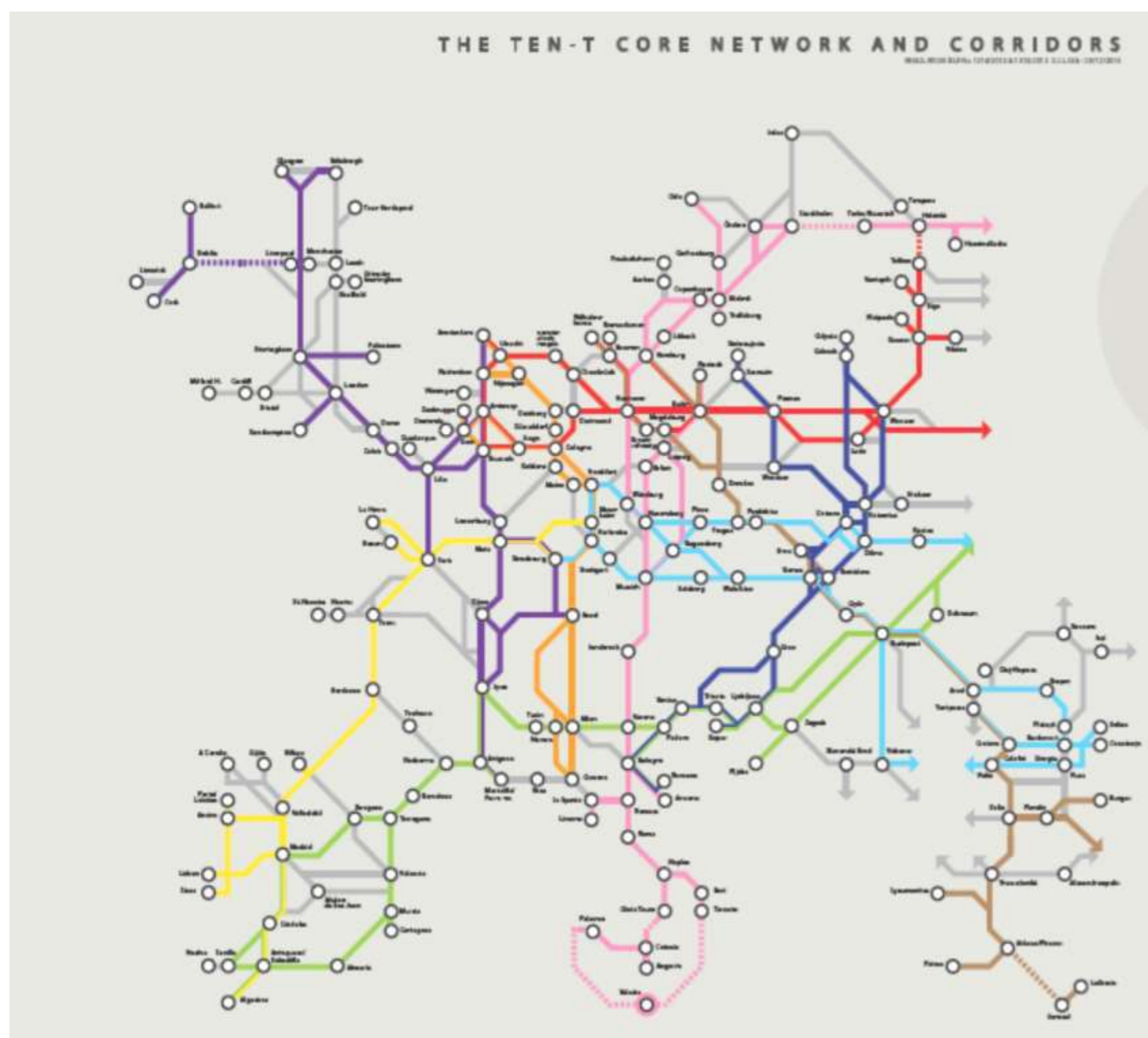




## TEN-T 2023/2021: How to improve the accessibility and connectivity of our Atlantic cities?

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

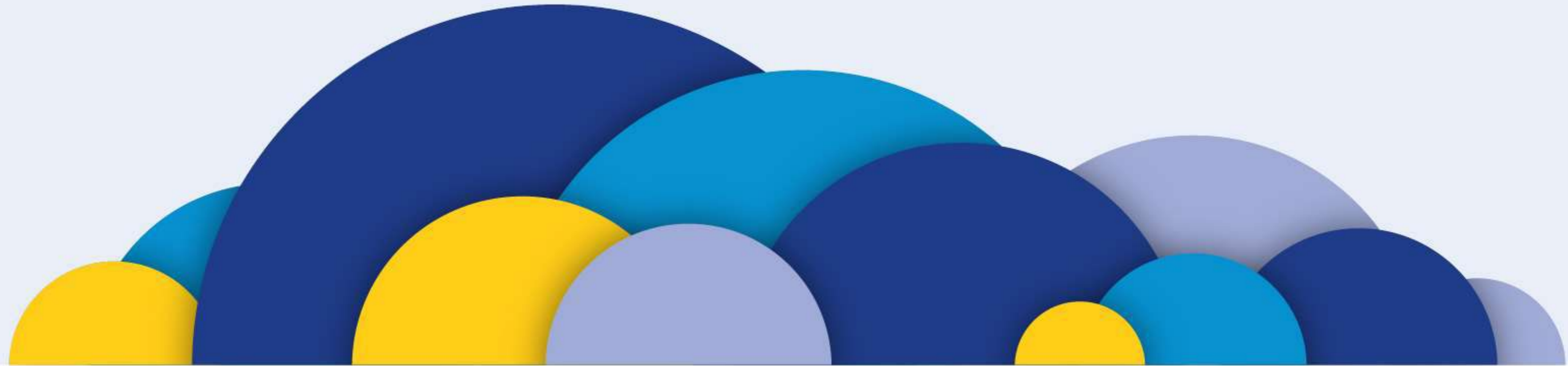
\*\* Examples: Accessibility (TEN-T), Maritime safety, blue economy, Renewable Marine Energy, nautism, ...





*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.*

Xavier Gizard



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*Atlantic  
Cities*