

REGIONAL INTEGRATION AND PHYSICAL INTEGRATION THE EUROPEAN EXPERIENCE

Strategic Reflection Forum

“The integration of South America and the role of the infrastructure”

Buenos Aires, Argentina

May, 2009



STRUCTURE

From economic integration to physical-territorial integration
in the EU

- Focus and sequence

Physical-territorial integration

- Concept of Sustainable Territorial Development:
Process
- Reference documents

Towards a Trans-European Transportation Network

- Green Book - 2009

ECONOMIC AND SOCIAL INTEGRATION FACTORS

- Homogeneous space of the countries that founded the Common Market/EEC (CEE, in Spanish)
- To guarantee market; self-supplying; to reduce regional inequalities
- Objectives: economic cohesion and social cohesion
- Financial instruments/Funds: regional development; agricultural development; social development. Cohesion Fund (transportation and environment)
- Common policies: regional, environmental, common agricultural; transportation... and competitiveness

ECONOMIC AND SOCIAL INTEGRATION SEQUENCE

Factors in the evolution: economic conditions of the surroundings (crisis of the model, globalization); successive extensions

Three types of regions/objectives:

- Integrated: consolidation; restructuring; competitiveness
- Underprivileged: to reduce inequalities; convergence
- Remote

Incorporation of new policies: energy and fishing

ECONOMIC AND SOCIAL INTEGRATION SEQUENCE (2)

Decade of '80:

- Incorporation of the southern countries (Greece; Portugal; Spain). Greater differences. Cohesion fund (transportation and environment)
- Crisis of mature sectors (naval, mining, textile...)
- Agricultural reform: environmental objectives

Decade of '90:

- Sustainable development (Río 92) as the center of the international agenda
- Reinforcement of environment. Incorporation of Finland and Sweden
- Free movement of people/capitals/goods
- Climate Change and innovation as main challenges
- Reflection on the territorial and urban integration: Europe 2000

ECONOMIC AND SOCIAL INTEGRATION SEQUENCE (3)

2000:

- Lisbon's Agenda: more competitiveness; better jobs
- Recent extensions: from 15 to 27 EM
- Increase in regional differences
- Limitation of the available economic resources
- Bet on political and territorial integration (not achieved yet)
- Layout of the Treaty (constitutional) (Lisbon T.): new objective of ***territorial cohesion***
- New challenges: adaptation to Climate change; demography; energy dependence... risks; increase in transportation flows

PHYSICAL AND TERRITORIAL INTEGRATION

EUROPEAN FRAMEWORK FOR THE OT

Territorial and European dimension of the problems and common challenges: concentration, specialization and segregation

- For common problems, joint responses: **European added value**
 - Quality of life, identity and diversity (*territorial capital*)
 - Strategic role of the cities, infrastructures,...
 - Instruments: shared basis; cooperation at all levels
-
- ✓ Guiding for policies/different government levels (European/national/regional)
 - ✓ Formulation of a possible territorial policy within the framework of the new Treaty of the EU (*territorial cohesion*)

TERRITORIAL DEVELOPMENT

Economic development based on a solid spatial structure, as balanced as possible, using the values and identities specific of the territory, combined with a rational management of the resources and the natural and cultural heritage (territorial heritage, territorial capital)

Innovative framework:

- for territorial and urban policies
- and for the rest of the common policies

REFERENCES

European Union:

- **European Territorial Strategy – ETS (Estrategia Territorial Europea - ETE)(1999)**
- **Cohesion policy(2007-2013), Lisbon Treaty**
- **European Territorial Agenda (2007-2011)**
- **Green Book of the Territorial Cohesion (2008)**

European Council:

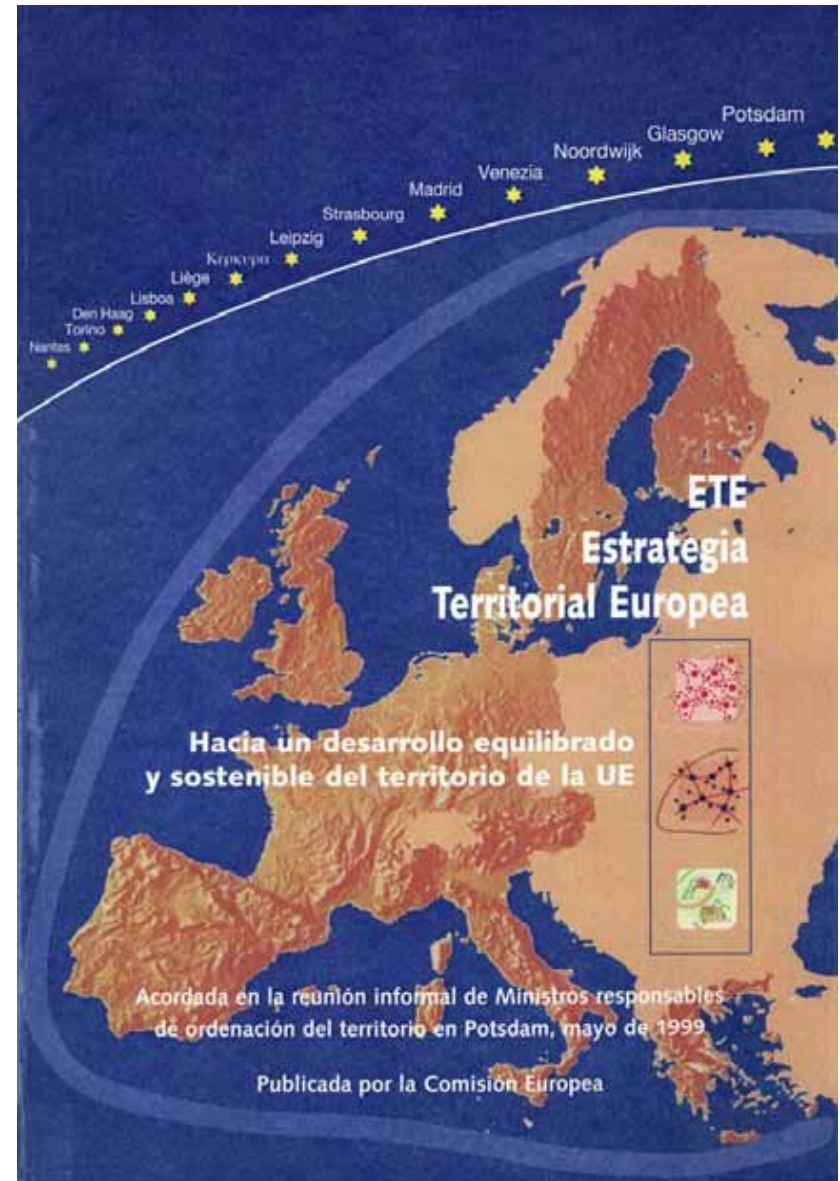
- **Guidelines of Territorial Development (Principios Directores Desarrollo Territorial) (2000)**

United Nations:

- **Agendas 21, Habitat Program (1996)**

ETS – ETE, in Spanish (1999) TERRITORIAL OBJECTIVES

- Urban system: more balanced and polycentric
- To make use of transportation integration strategies
- Creative, innovative and intelligent development of heritage (natural and cultural one) -“territorial”- basis of identity



OPTIONS FOR CITIES

“Europe of the cities”

- To formalize complementariness and cooperation in networks
- To contribute to polycentrism: critical mass for economic activity (according to types of cities); to guarantee general interest services
- To apply sustainability criteria in the cities
- New relation farm-city: interdependence of the urban and rural spaces; attention to agriculture; forestry and diversification of the economic activity

EQUIVALENT ACCESS OPTIONS

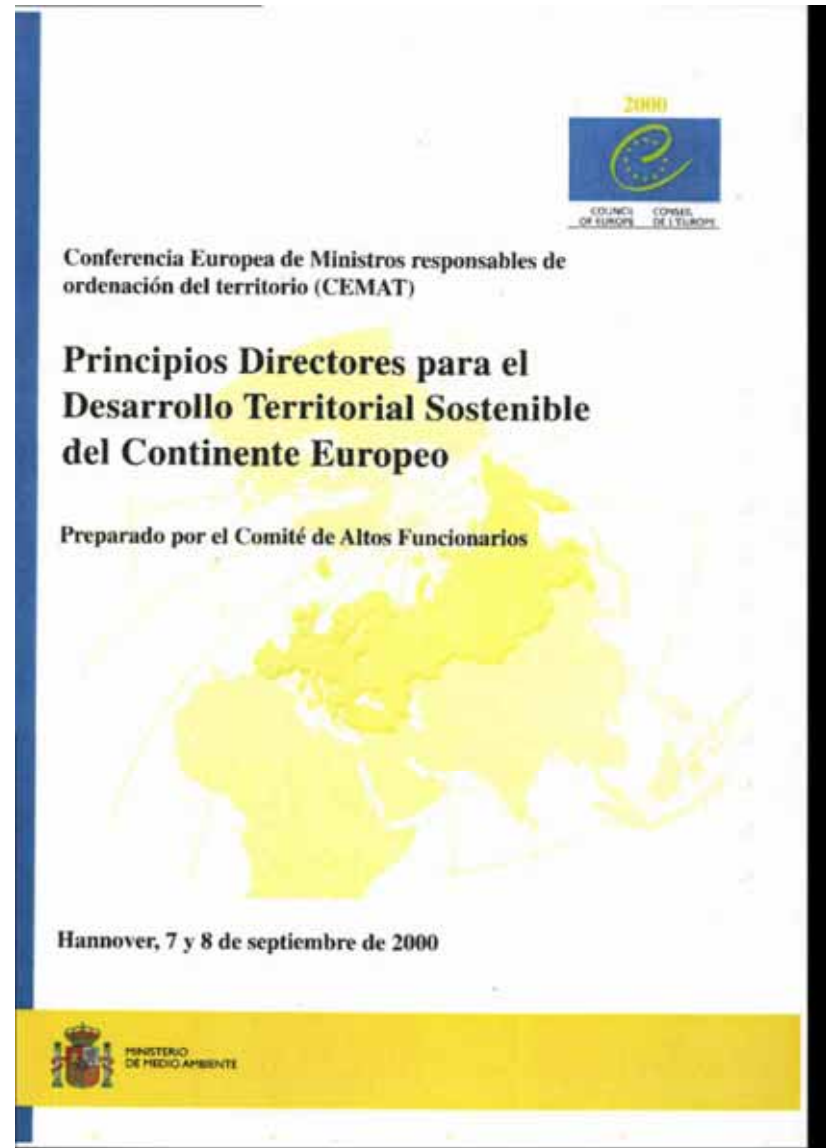
- Better use of the existing infrastructure with respect to the increase of provisions; multimodality; connection with the secondary networks
- Selective importance of the ways
- Respect for the environment
- To combine the layout of transportation plans with urban planning (uses of soil)
- Wide concept of accessibility: communications and training

MANAGEMENT OF THE NATURAL AND CULTURAL HERITAGE: TERRITORIAL

- Principle of “Active conservation”: new ways of management
- Concept of Heritage as quality of life and identity (not only a monumental concept)
- “Cultural Landscape”: urban and rural
- Territorial visions: itineraries, corridors and patterns related to the “site”
- Regeneration, Contemporary solutions

CEMAT PRINCIPLES - 2000

- 10 Principles: European spaces as the basis of cooperation
- Measures for specific spaces (urban, rural, mountain, coastal, insular, border ones...)
- New cooperation fields: euro-corridors, ecologic corridors or spaces under restructuring works



TERRITORIAL DEVELOPMENT. SEQUENCE

Physical integration through trans-european areas:

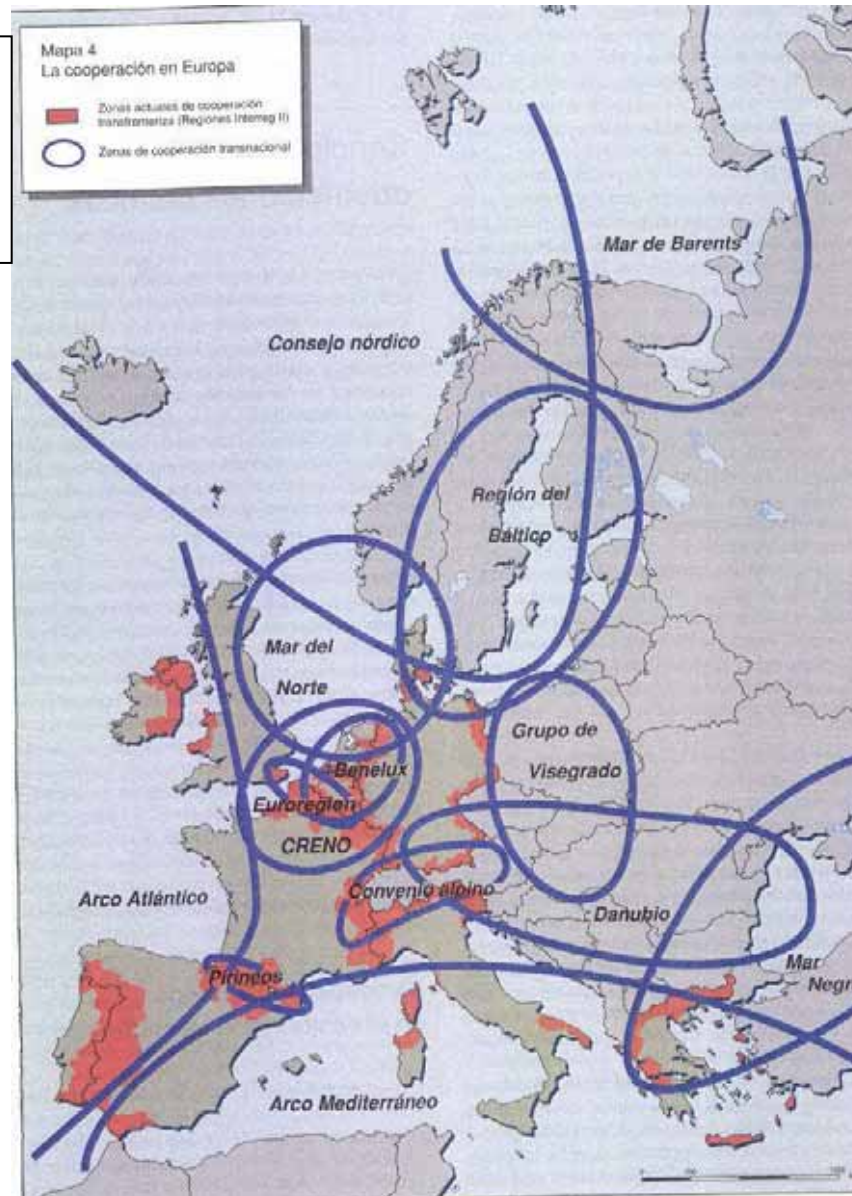
- From joint visions to common management
- New instrument: ***Territorial Cooperation***: scales; government levels and more actors (institutions and private ones)

Three physical and functional fields:

- **Border** (internal and external ones)
- **Transnational** (in big geographical areas): INTERREG Initiatives of transnational cooperation in territorial zoning (Mediterranean, Atlantic, Baltic...)
- **Inter-regional**: to deal with specific problems

To meet, measure and gather indicators: ESPON Program

Map 4
 Cooperation in Europe
 ■ Current crossborder cooperation areas (INTERREG II regions)
 ○ Transnational cooperation areas



Crossborder Cooperation Areas 2007
Régions de coopération transfrontalière 2007
Regionen grenzübergreifender Zusammenarbeit 2007

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 Europäische grenzübergreifende Arbeitsgemeinschaft (EGZA)
 Interregionalni del transfrontalierne zajednice (ITZ)
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 des Transports, de la Construction et des Infrastructures, Berlin (BMBV)

AEDE Member-Regions by 1992 Regional AGES

Member-Regions of 2004/Member-Regions by 1992 Regional AGES

Number of the single-side crossborder cooperation
 Number of the crossborder transnational water
 Number of the crossborder transnational
 Environment

AEDE Member-Regions by 1992 Regional AGES

Former AEDE Member-Regions until 1992
 Former AGES

In the planning stage/In planning

Member-Regions of 2004/Member-Regions by 1992 Regional AGES

Crossborder region in the planning stage/
 Region transfrontalière en cours
 Grenzübergriffliche Region in Planung

Number of the border and crossborder Region
 Number of the border and crossborder Region
 Number of the border and crossborder Region

National border/Transfrontalieraufteilung

A. ANDORRA

L. LIECHTENSTEIN

L. LUXEMBOURG

P.R.M. REPUBLICA POPILNA ROMANIA

R.F. ROSSISKAJA FEDERACIJA

S.R.Z. SLOVENSKA

S.M. SLOVENSKO

V. VITTA DEL VATICANO

0 100 200 300 400 km



GOBIERNO DE ESPAÑA
 MINISTERIO DE MEDIO AMBIENTE Y MEDIO RURAL Y MARINO

Example for a Possible Map
 (Source: BBR (2007): Transnational Cooperation Areas)

Transnational cooperation areas



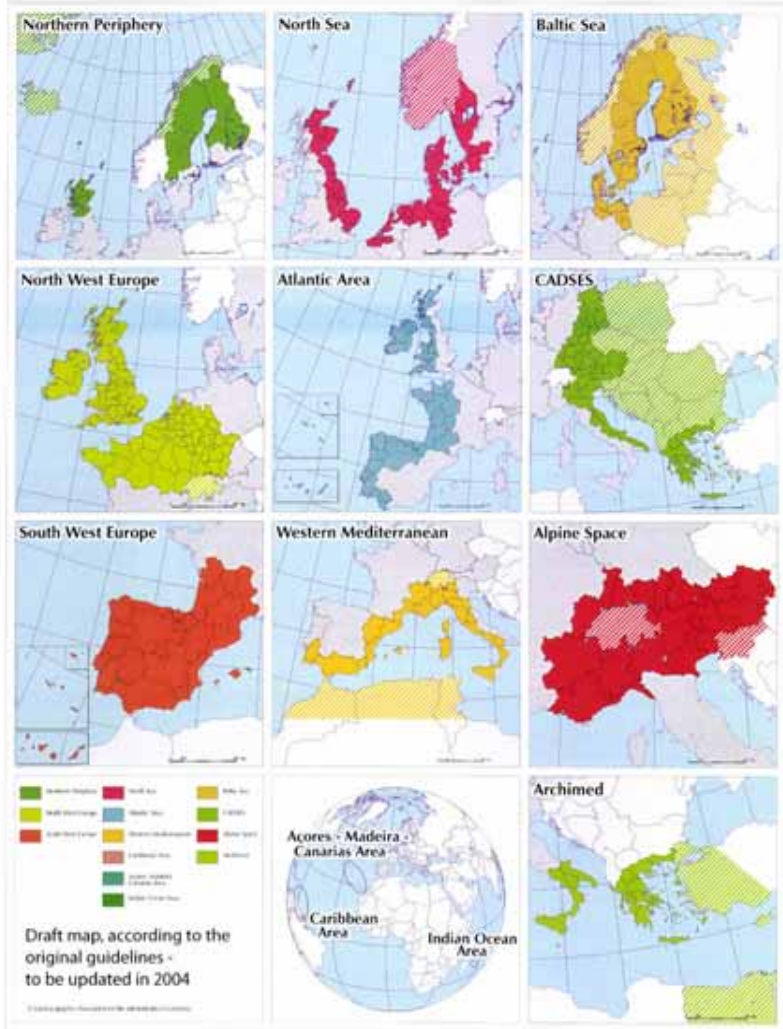
Transnational cooperation areas 2007 - 2013 (INTERREG IV B)

- | | |
|---------------------|-------------------------|
| Northern Periphery | South West Europe |
| Baltic Sea Region | Mediterranean |
| North West Europe | South East Europe |
| North Sea Region | Caribbean Area |
| Atlantic Coast | Açores-Madeira-Canarias |
| Alpine Space | Indian Ocean Area |
| East-Central Europe | |

Regions NUTS 2
 Geometric basis: GFK/MACDN
 Source: European Commission

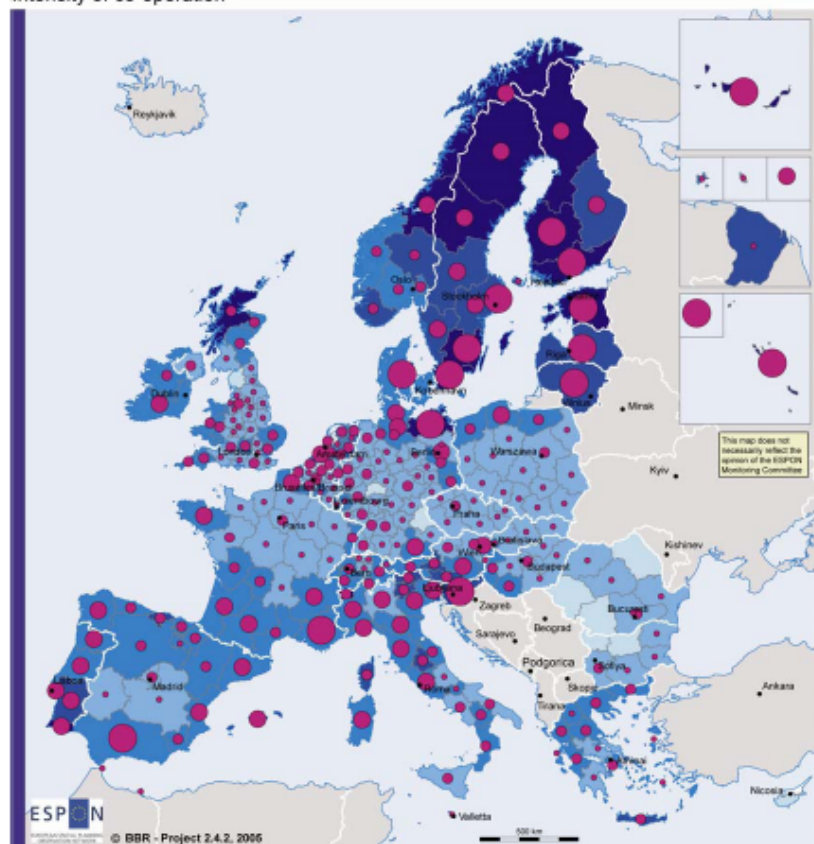


INTERREG IIB (2000-2006) cooperation areas

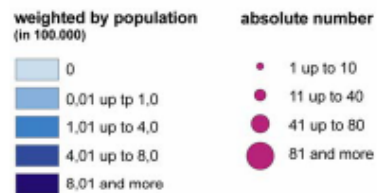


Example for a Possible Map
 (Source: ESPON Project 2.4.2 (2005): Intensity of Cooperation, revised)

Intensity of co-operation



Number of project co-operations according to operational programmes*



© EuroGeographics Association for administrative boundaries
 Regional level: NUTS 2
 Origin of data: ESPON 2.4.2, INTERREG project survey
 Cyprus: data for government controlled areas only

Source: ESPON database

* based on the INTERREG co-operation areas:
 Alpine Space, Atlantic Area, Baltic Sea Region,
 CADSES, Caribbean Area, Madeira - Azores -
 Canary Islands, North Sea, North West Europe,
 Northern Periphery, South West Europe, Western
 Mediterranean, Indian Ocean Area



- INTERREG
- INTERREG Programme information and maps
 - IIIA
 - IIIB
 - IIIC
 - INTERACT & ESPON
- Good Practice Projects
- Project Database
- Regulatory Framework
- Cadre Réglementaire
- Policy Papers

INTERREG IIIA

[Version française](#)

(Strand A) Cross-border cooperation



2000 RG 16 0 PC 005

(ES/PT) Spain - Portugal

The programme's main goals are to develop the economies of these areas and strengthen cooperation between them.

Geographical area

In Spain: The regions of Pontevedra, Ourense, Zamora, Salamanca, Cáceres, Badajoz, Huelva. **In Portugal:** The regions of Algarve, Baixo Alentejo, Alentejo Central, Alto Alentejo, Beira Interior Sul, Beira Interior Norte, Douro, A Trás-os-Montes, Cávado, Minho-Lima.

Priorities

Creation of infrastructures, rural planning and development in cross-border areas, Enhancement, promotion and conservation of the environment heritage and natural resources, Socioeconomic development and the promotion of employability, Promotion of cooperation and social and institutional integration.

www.ccr-norte.pt/outrosic/inteiiiia.php [pt]

www.qca.pt/home/index.asp [pt, en]

Programme Documents

- Community Initiative Programme [[es](#)]
- Programme Complement [[es](#)]
- Mid Term Evaluation [[es](#)]
- Mid Term Evaluation Summary [[en](#)]

INTERACT Programme Summary

Managing Authority

Dirección General de Fondos Comunitarios y Financiación Territorial
Paseo de la Castellana 162 3a 22
E - 28071 Madrid
t: + 34 91 583 54 90

Nueva

TERRITORIAL AGENDA (2007)/INTERGOVERNMENTAL PRIORITIES

- Innovative and cooperative urban development / polycentric structure (metropolis, average cities; rural nucleus)
- New forms of urban-rural relation: to guarantee service levels of general interest (rural areas)
- Promotion of trans-european networks (transportation; energy; communications)
- European management of technological and natural risks, coastal areas, river basins, mountain zones
- Reinforcement of ecological and cultural trans-european structures (landscapes)

TERRITORIAL AGENDA: INSTRUMENTS

- Participation of European Institutions: CE; PE; CoR; CES...;
- To boost territorial cohesion in the Member States: to use the Structural Funds
- To use Territorial Cooperation
- To have analysis, diagnosis and territorial indicators (ESPON program)
- Role of the people responsible for the territorial development

To boost a territorial policy at a European scale (to develop the ***territorial cohesion*** of the EU Treaty)

GREEN BOOK- TERRITORIAL COHESION

European Commission - 2008

“To make territorial diversity a strong point”

To provide content to the objective of Territorial Cohesion of the future EU Treaty

- To recognize diversity = to make it an asset
- To guarantee the principle of harmonious development
- Competitiveness = to use territorial assets:
 - political action: cooperation and coordination
 - to cross borders: territorial cooperation
 - to obtain “critical masses”/new scales
 - integrated focus/to incorporate to sectoral policies
 - need of indicators

FROM INFRASTRUCTURES TO A TRANS-EUROPEAN TRANSPORTATION NETWORK

Integrated concept of transportation:

- To provide infrastructure (internal market; competitiveness)
- To provide accessibility: environmental and sustainable one (Climate Change: mitigation and adaptation)
- Contribute to economic and territorial cohesion
- To guarantee the principle of free circulation
- To overcome barriers: interconnection and interoperability
- Transportation services: innovative and integrated

European added value: *how to combine national planning with the planning at an European scale*

TOWARDS A TRANS-EUROPEAN TRANSPORTATION NETWORK (RTE, in Spanish)

Objectives

- To have only one multimodal network (land infrastructures + smart and innovative equipment)
- To have a network combined with the traditional national networks
- Participation of the private sector

It covers: RW; roads; ports; airports...

Financing (up to 50%)

- Cohesion fund
- Fund for regional development
- Lending from the European Investment Bank (BEI, in Spanish)
- Non-financial systems

ASSESSMENT SINCE ITS CREATION (1996)

- It improves volume and efficacy regarding connections among countries and regions
- Dependence on investment decisions by the states (national networks)
- Successive extensions by the EU
- Lack of resources
- Costs and differences among States
- High traffic generation
- New uncertainties (urban and territorial structures and opportunities (management of demand...))

FUTURE CHALLENGES (GREEN BOOK - 2009)

Planning as a global network: priority network

- More selective criteria and more relevant corridors

Execution:

- Financing: new and more binding resources for the states; requirements adapted to the states;
- Financial/non-financial instruments (coordination; information...)

Options for the future:

- Current structure: global network/priority projects
- Only one level: priority projects
- Two levels: global network and basic network