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## **7th MEETING OF THE WORKING GROUP ON INNOVATIVE SOLUTIONS TO CROSSBORDER OBSTACLES**

### **Obstacles on maritime borders**

*3rd May 2018*

*French Permanent Representation to the EU  
Place de Louvain 14, Brussels*

**Viviana Russo**

Agency for Territorial Cohesion (Italy)

Office 6 “ETC Programs, international activities and bilateral cooperation”



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## Maritime and land borders



**Map 3.13 Border regions**

NUTS 3 regions

 Land border regions

 Maritime border regions

 Land and maritime border regions

*Source: Seventh Report on economic, social and territorial cohesion*



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## **Directors General for Territorial Cohesion meeting 23 October 2017, Tallinn, Estonia**

**Agenda point 1: Follow-up of work on cross-border obstacles. Commission Communication "Boosting Growth and Cohesion in EU Border Regions". Report of the Working Group on innovative solutions to cross-border obstacles.**

The DGs welcome the actions proposed by the Commission in the Communication from the perspective of territorial cohesion and underline that proposed actions **are relevant also to maritime borders**.

Regarding the procedure and instrument proposed by the WG, most DGs acknowledge that the procedure and instrument shall be generally applied in a geographically limited area and for a limited period of time along **land and maritime borders**



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## **Council conclusions (April 2018)**

THE COUNCIL OF THE EUROPEAN UNION:

(35) WELCOMES the Commission Communication "Boosting growth and cohesion in EU border region" and TAKES GOOD NOTE of the suggestions therein regarding further EU action aimed at facilitating cross-border cooperation, including beyond 2020 and **CALLS on the Commission to explore the possibilities to extend such studies to the maritime and further external borders of the EU**, as appropriate

(36) ACKNOWLEDGES the European added value of European Territorial Cooperation and STRESSES that cross-border, transnational and interregional territorial cooperation, **including across maritime borders and with third countries**, should continue to be part of Cohesion policy post 2020, while the implementation of Interreg programmes should be facilitated in order to increase their effects



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## Study on the crossborder obstacles

**“Collecting solid evidence to assess the needs to be addressed by Interreg CBC programmes”  
Final report, november 2016**

The main **obstacles** relate to:

- ✓ socio-economic disparities in economic structures and behaviours;
- ✓ physical obstacles, which limit access across borders;
- ✓ cultural obstacles, including linguistic barriers, cultural differences and lack of trust in people living beyond the border;
- ✓ normative and institutional obstacles due to different organisations, procedures and rules.

The main types of **potential** are:

- ✓ regional competitiveness related to product innovation, industrial and cultural attractiveness;
- ✓ market integration, including labour market;
- ✓ human and social capital available in cross-border regions;
- ✓ integrated delivery and development of public services in urban cross border areas;
- ✓ shared management of natural resources.

**BOTH FOR LAND AND MARITIME BORDERS**



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## INTERACT Study

**Cross -Border Cooperation Maritime Programmes in the 2007 -2013 programming period**  
**14** maritime programmes participating in the study have allocated **EUR 315.7 million** ERDF for funding **216** operations. The overall mobilization of funds is of around **EUR 490 million**. There are around **1600** partners involved.

### The sea as a geographical feature

- hinders cooperation between the regions involved (seen as an obstacle for cooperation);
- seen as an opportunity for cooperation in addressing disparities and integration of the region despite the maritime border;
- potential for governance of the joint resources, integration of and sea planning, and integration of land sea administration;
- support provided for existing governance frameworks linked to the sea;

### The sea as a functional feature

- activities on the sea (e.g.: maritime transport, off-shore wind energy, ship building, mineral extraction, etc.);
- sea as a resource;
- land-based activities related to the sea (e.g.: agriculture, waste management, urban sprawl, recreation and tourism, land-based accidents);
- sea related research;
- sea as economic asset for the coastal communities;

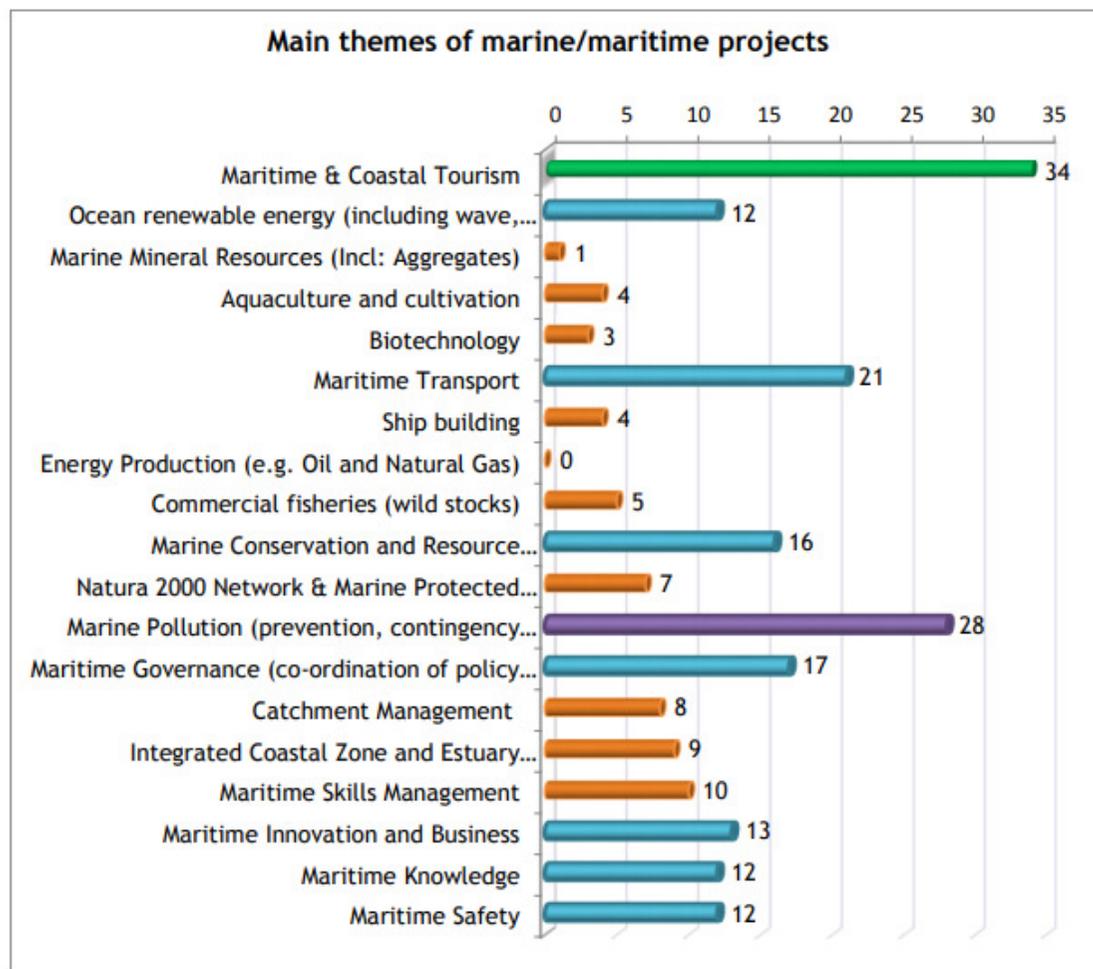
### The sea as a community integration feature

- people-to-people activities to change attitude towards neighbours;
- promoting common identity (including culture);



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## INTERACT Study



The analysis confirms that :

- ✓ cross-border cooperation can **play a unique role in contributing to the coherence of maritime spatial plans and integrated coastal zone management strategies**
- ✓ significant production of EU marine/maritime legislation in the years from 2007 to 2013 - several matches in content and goals of the projects
- ✓ There are strong references and links to the **EU marine/maritime policies** in approved operations
- ✓ CBC Programmes within a **sea basin strategy and/or macro region** contribute to their added value or to the **Integrated Maritime Policy** (Blue Growth, Marine Data, Marine Spatial Planning and Maritime Surveillance)



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## **Maritime programmes documents**

### **Italy-France Maritime Programme**

The future of the maritime territorial cooperation post 2020, January 2018

### **IPA Italy-Albania-Montenegro Programme**

DRAFT Discussion Paper On the maritime cross-border cooperation 2020+, April 2018



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## SHARING THE CONCEPT OF TERRITORIAL CONTINUITY

### The Obstacles:

- the lack of definition of **crossborder territorial continuity** and of related administrative tools;
- the need to ensure the accessibility of islands and of peripheral coastal areas all the year.



### Only cross-border cooperation may:

- ✓ contribute developing a **new concept of territorial continuity** among countries sharing a common sea;
- ✓ experience crossborder territorial continuity through **pilot actions** (air and sea connections).



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## MAKING BORDER MARITIME AREAS MORE ACCESSIBLE

### The Obstacles:

- many areas are **scarcely accessible**, especially some coastal areas and their mainland. Key linkages between major cities, as well as between key transport hubs and inland areas are either missing, or lagging behind, or available only during some seasons;
- maritime **linkages to TEN-T** networks nodes, as well as inland areas' access to TEN-T nodes, are also still missing.

### Only cross-border cooperation may:

- ✓ allow countries sharing a cross-border maritime area to **cooperate on transport routes** connecting only two-three countries, in the planning and implementing phase, thus complementing transport links set at EU or Sea Basin level;
- ✓ establishing the **legal setting** for sharing common bilateral or trilateral transport facilities for goods and passengers, more effectively than among many countries of the same sea basin;
- ✓ enable a joint bilateral or trilateral planning by local institutions, for new and improved multi-modal cross-border connections, in compliance with State Aid rules and TEN-T linkages, as well as establishing missing **maritime links to TEN-T nodes**;
- ✓ enable testing of **pilot actions** to increase cross-border accessibility between two or three countries (maritime and air links).



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## JOINTLY MANAGING MARITIME RISKS

### The Obstacle:

- the **maritime cross-border environment is fragile** and exposed to risks such as coastal erosion, floods, fire risk, oil spilling, emergencies at sea, etc.
- the **discontinuity along the maritime borders** due to the diversities in administrative and governance systems, does not allow an effective and coordinated management of risk prevention activities and of answers capacities in case of emergency.

### Only cross-border cooperation may:

- ✓ create **networks and action plans** for the joint management of common threats and disasters;
- ✓ make it possible to increase the impact of **public awareness campaign** for prevention of common risks;
- ✓ cooperate on **common infrastructures, facilities and procedures**, more efficiently than among several countries of the entire sea basin;
- ✓ make it possible to effectively share **risks and disaster management structures**;
- ✓ set up **joint monitoring tools** of natural and man-made risks, such as early warning systems.



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## JOINTLY MANAGING MARITIME SAFETY

### **The Obstacle:**

The maritime **surveillance systems are still inadequate** to the needs demanding much more controls and they need increased cooperation among maritime border countries

### **Only cross-border cooperation may:**

- ✓ develop **joint tools** for maritime surveillance;
- ✓ define **administrative procedures and protocols** related to maritime safety and control;
- ✓ **create networks of authorities** in charge of maritime safety, for exchanging good practices and building knowledge of the operators.



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## JOINTLY MANAGING MARITIME ENVIRONMENT

### The Obstacle:

More generally, the maritime environment and the water is a common resource, which needs to be preserved together.

### Only cross-border cooperation may:

- ✓ make it possible to **cooperate on common infrastructures, facilities and procedures**, more efficiently than among several countries of the entire sea basin;
- ✓ strengthening a more **rational and joint use of management and water resources**;
- ✓ create **networks of authorities** in charge of water and sea management, for exchanging good practices and building knowledge of the operators;
- ✓ develop **joint protocols and common practices** for the protection of the maritime environment.



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## FACING TOGETHER BLUE GROWTH CHALLENGES

### The Obstacle:

The cross-border dimension of small-medium enterprises (SMEs) competitiveness in the maritime sector and in all sectors connected to **the blue economy is not yet sufficiently exploited** as opportunity for joint growth of the territories. The maritime border makes it more difficult for SMEs to fully take advantage of these opportunities.

### Only cross-border cooperation may:

- ✓ face **the challenges of globalization** attracting investments and creating job opportunities, and supporting young people who want to stay in the area.
- ✓ enable cooperation of public authorities and civil society organizations on concrete **facilities and support services for SMEs** across one single maritime border;
- ✓ promote **cooperation and cross-fertilization of SMEs**, especially in the blue economy and on innovative sectors (e.g. maritime biotechnologies, nautical tourism, diversified touristic offer, agro-food technologies, health care, social innovation, etc.);
- ✓ supporting cooperation among **authorities responsible for vocational training** of two or few countries, in order to enhance capacity building and exchange of good practice;
- ✓ enhance **SMEs internationalization** through innovative cross-border services.



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## MAKING THE MOST OF THE COMMON CULTURAL ROOTS

### The Obstacle:

Maritime borders are not only a physical barrier, but even more a mindset obstacle, even though common cultural roots strongly connect the two sides of the border. Crossing the maritime border to meet and cooperate does not always happen automatically, it needs more time, energy, therefore more funding. Even though younger generations are more mobile, **the cultural and linguistic barriers still divide countries** sharing a common maritime border.

### Only cross-border cooperation may:

- ✓ facilitate sharing of a joint cultural assets and common cultural roots, in order to strengthen the **common cultural identity**, which is more effective between two countries sharing a single border, than within a larger sea basin area;
- ✓ **create joint cultural routes**, which may enhance linkages of the crossborder maritime areas and make them recognizable within the wider Sea Basin areas;
- ✓ test a **joint management** of the very rich common material and immaterial cultural heritage by public and private actors, in order to make it more accessible;
- ✓ valorize and take advantage of **the common roots and traditions**.



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## COOPERATION WITH PRE-ACCESSION AND EXTERNAL COUNTRIES

### The Obstacle:

Besides the natural and cultural barriers, which naturally go together with a maritime border, on the borders between Member States and Pre-Accession countries there is also an administrative barrier, connected to the still different administrative settings of non-EU countries, being currently adapted to the laws and administrative practices of the European Union, in view of accession.

### Only cross-border cooperation may:

- ✓ make the concerned public authorities aware of the practical implications of **the legal and regulatory framework of cohesion policy** and thus prepare them for accession, in the case of IPA countries or improve the efficiency of existing procedures, in case of MSs;
- ✓ allow **the testing of administrative practices and approaches** in the day-to-day implementation of programmes and projects;
- ✓ support the authorities in setting up **the management and control structures** foreseen in the ESI regulations;
- ✓ contribute to the **alignment of the national legal and administrative systems** with the EU rules;
- ✓ enable EU Countries Authorities to improve their **administrative capacities**, while becoming aware of the practices of the neighbouring countries.



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## CASE STUDY: PROJECT GEECCTT-ILES



***Gestion Européenne Conjointe des  
Connexions et Transports Transfrontaliers  
pour les îles - GEECCTT-ÎLES***

***Gestione Europea Congiunta delle  
Connessioni e dei Trasporti Transfrontalieri  
per le isole - GEECCTT-ÎLES***

### **Joint European Management of Cross-border Connections/Transport for Islands**

- ✓ GEECCTT-Îles is a result of a "Maritime" Programme implementing the European Territorial Cooperation to overcome sea barriers;
- ✓ GEECCTT-Îles main output is the EGTC;
- ✓ Full implementation by half 2019.

<http://interreg-maritime.eu/fr/web/geecctt-iles/projet>



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## **CASE STUDY: PROJECT GEECCTT-ILES**

### **Without GEECCTT-Îles...**

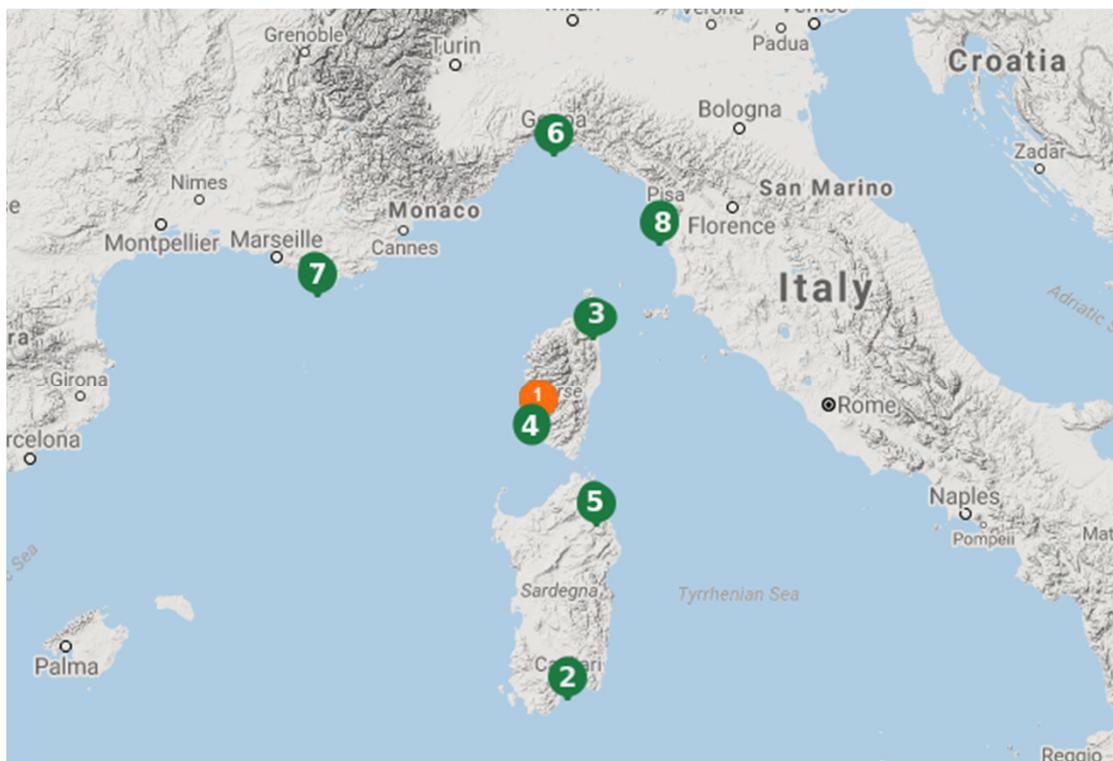
Cross-border territorial continuity remains a "domestic issue". Effects are:

- ✓ citizens' demand for accessibility remains unsatisfied: both cross-border (Corsica-Sardinia-Elbe) and with mainland (Toscana-Liguria-Var) accessibility;
- ✓ goods do not circulate freely, limiting the access of citizens and enterprises to the benefits of single market (most goods move better by sea!);
- ✓ the growth potential of a cooperation area which involves > 2.5 million people, is hampered (there is strong evidence of this potential);
- ✓ two European communities historically linked keep being separated



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## CASE STUDY: PROJECT GEECCTT-ILES



### 1 - Office des Transports de la Corse

2 - Regione Autonoma della Sardegna

3 - Chambre de commerce et d'industrie territoriale de Bastia et de la Haute-Corse

4 - Chambre de Commerce et d'Industrie d' Ajaccio et de la Corse du Sud

5 - Autorità di Sistema Portuale del Mare di Sardegna

6 - Regione Liguria

7 - Chambre de Commerce et d'Industrie Territoriale du Var

8 - Autorità di Sistema portuale del Mar Tirreno Settentrionale





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## **CASE STUDY: PROJECT GEECCTT-ILES**

### **GEECCTT-Îles solution**

- ✓ Grounds on two existing instruments that work well
  - the cross-border Interreg Italy-France Maritime Programme
  - the European Grouping for Territorial Cooperation (EGTC)
- ✓ Focuses on a key innovation, i.e. to bring the territorial continuity of Corse and Sardinia in the field of cross-border maritime cooperation
- ✓ Creates a permanent body capable of evolution and adaptation: EGTC
- ✓ The EGTC will manage the cross-border territorial continuity Corse/Sardinia by means of PSO, Public Service Obligation as device (no state-aid)
- ✓ The EGTC opens to wider future maritime cooperation (e.g. Baleares)



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## CONCLUSIONS

1. **Strong alignment of the maritime cross-border cooperation programmes** with the goals of the EU policies, of macroregional and sea-basin strategies and of the West med initiative
2. **Common answers and solutions are necessary to overcome obstacles**, which are specific for the maritime areas, both at Sea Basin / transnational level and within smaller cross-border areas, in relation to:

*accessibility of the territories; management of man-made and natural maritime risk; difficult cooperation in taking advantage of the blue and green growth opportunities, due to maritime border; strengthening of the common cultural roots of the cross-border maritime areas; adaptation to the EU rules and practice for the pre-accession countries.*

These joint solutions may be only effectively developed if cooperation is promoted and specifically financed through cross-border maritime cooperation. Therefore the added value of cross-border maritime cooperation needs to be acknowledged as a key aspect for ETC 2021 – 2027, as well as continuity of the financial allocation needs to be ensured.

3. **The effectiveness of responses and 'joint' solutions to the obstacles of cross-border cooperation maritime can only be determined at the level of 'homogeneous and functional' geographical areas** based on the 'objective' relevance of obstacles/challenges and opportunities and not necessarily on formal territorial divisions or on parameters 'Instrumental' (maritime border at 150 km).



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## RECOMMENDATIONS

- The analyses / tools / actions that the EC is promoting and supporting for land CBC Programs should also be extended to maritime borders
- The new regulatory instrument that is being prepared (European Cross-Border Convention ECBC) also should include maritime borders
- The contribution of cross-border maritime cooperation in terms of obstacles / solutions / added value to define the solutions should be analysed in detail and in a timely manner
- The nature and specificity of the obstacles linked to the cross-border maritime dimension, requires 'joint' answers and solutions that can only be adequately developed in the framework of 'cross-border maritime territorial cooperation'.



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***Thank you for attention***

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