Euroregions, Excellence and Innovation across EU borders

A Catalogue of Good Practices
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About the RECOT Network

The present Catalogue of Euroregional good practices constitutes the main output of the COOP-RECOT II research project (“Territorial Cooperation in Spain and the EU: A selection of guiding experiences for Excellency and Innovation for the 2014-2020 period”). It has been developed by an interdisciplinary research team headed by the Autonomous University of Barcelona (UAB), with the participation of Vigo University (UVigo) and external collaborators from other institutions. The authors and collaborators belong to a wider research network, RECOT (European Network on Territorial Cooperation). Since its consolidation in 2007, RECOT has been gathering practical experience and theoretical knowledge in topics related to European Territorial Cooperation for over a decade. Beyond the COOP-RECOT II’s participants, the network also involves collaborators coming from the University of the Basque Country (UPV) and the University of Girona (UdG) in Spain, as well as several researchers proceeding from different European universities (such as Portugal, France, UK, Slovenia or Italy).

Over the years, the network has proved to be very useful in terms of developing projects, exchanging information, facilitate academic and institutional contacts, organize and participate in international events and ultimately generate several scientific publications both at international and local level. Some recent examples include the COOP-RECOT I project (Funded by the Ministry of Science and Innovation, Spain, 2009-2012) and the BORDERGOEU-NA project (Funded by the SSHRC Partnership Development Grant, Canada, led by the University of Regina, 2012-2017).

One final thought goes to RECOT’s founder and inspirer Professor Francesc Morata Tierra, who was responsible for the direction of the Network until 2014 and to whom memory we dedicate this Catalogue as the legacy of his work on Euroregions and Cross-Border Cooperation.

List of Abbreviations

AC  Autonomous Community (ES)
AEBR  Association of European Border Regions
CBC  Cross-Border Cooperation
CB Equip  Cross-Border Equipment
CC  Community of Communes (FR)
CESCI  Central European Service for Cross-Border Initiatives (HU)
CoE  Council of Europe
CoR  Committee of Regions
DGRegio  Directorate-General for Regional and Urban Policy of the European Commission
EC  European Commission
ECG  Euroregional Cooperation Grouping
EEIG  European Economic Interest Grouping
EFQM  European Foundation for Quality Management
EGTC  European Grouping of Territorial Cooperation
EIPA  European Institute for Public Administration
ETC  European Territorial Cooperation
EU  European Union
LGTC  Local Grouping of Territorial Cooperation
MOT  Mission Opérationnelle Transfrontalière (FR)
MS  Member States
NGO  Non-Governmental Organization
OECD  Organisation for Economic Co-operation and Development
RIS  Regional Innovation Systems
TB Parks  Transboundary Parks
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**Introduction**  

**Euroregions matter**

Our Catalogue of Euroregional Good Practices is intended to be a supportive tool for better understanding the activities of Cross-Border Cooperation (CBC) organisations known as Euroregions. As a simple definition, Euroregions can be identified as European cross-border structures that play influential roles on the borders of European countries, especially during a time when doubts continue to challenge the entire European Integration process. **Euroregions truly matter**: they are a symbol of communal living across borders, which shape the diversity of the European continent. Today they are present over most of the European Union borders. Furthermore, they also show a natural propensity for increasing the potential of this kind of territorial cooperation. Not only do Euroregions remarkably show a strong potential for developing CBC actions among territorial actors from both sides of the border, they are also capable of mobilising institutions at multiple subnational levels (such as regions, supralocal entities or local councils). The most significant opportunities seem to derive from their very nature: thanks to political agreements that formally ensure their stability over time, they express a common desire for cooperation among all partners involved.

Today it is possible to find a wide breadth of academic and institutional literature on the key features of CBC and Euroregions. In the proceeding sections, we discuss the various issues and perspectives we encountered while gathering fundamental concepts required in constructing our own framework.

To provide a meaningful example for this introduction, first and foremost, we consider the theoretical work of Perkmann (2002, 2003) to be pioneer in its efforts to offer a global perspective on these organizations. Indeed, his work has become instrumental for many subsequent analyses in this field. As early as his first study, Perkmann set out to address the main features of Euroregions by elucidating on their multiple goals, the variety of political and legal structures that form them as well as the potential factors that either ensure their success or impose obstacles or constraints to their developmental processes. Most importantly, he clearly understood that such entities do not constitute a new layer of supranational public administration, and that despite historical, cultural or economic similarities (or disparities), the essential ingredient for developing cross-border agreements is primarily the will to cooperate. Furthermore, Perkmann also described the temporal and geographical evolution of Euroregions within the EU framework, whereby he immediately noted the importance of the French-German border and the Benelux union of countries. Even today there is increasingly prevalent concurrence concerning the birth of the first true Euroregion, namely the EURERGIO, which was founded in 1958 between Germany and the Netherlands. In Perkmann’s view, the following European enlargement processes as well as the financial and legal policies of the EU and the Council of Europe (CoE) altogether facilitated in understanding the spread of the Euroregional phenomena. Accordingly, EU national states progressively accepted the role of these organisations while showing their support in the form of international agreements and other legal measures.

However, many Euroregions today still confront a significant number of legal, economic and administrative obstacles that limit the optimal implementation of cross-border initiatives. Furthermore, Euroregions are too often subject to fragile and ever-changing governance structures based on the political will of its territorial members, while usually manned by small technical teams forced to override complex juridical frameworks to make cooperation work. In truth, the full potential of such organisations has yet to be achieved, both in terms of ideal governance structures and potential activities. If properly developed, Euroregional entities could hold a significant capability to access more EU funding from the INTERREG cross-border strand than the one they currently benefit from. More institutional and academic support through analyses and contributions are thus imperative if we are to address issues in an efficient way and provide realistic solutions. To quote a significant example, the need for specific considera-

This is not to say that the specialised literature has ignored the topic. On the contrary, when looking at contemporary academic and institutional documents on CBC and Euroregions, the topic continues to generate a great deal of interest. However, most of the published research tends to deal with specific case studies or a reduced sample of cross-border organisations. When considering the opportunity of compiling an updated catalogue of Euroregional good practices, the selection of references to previous works pertaining to cataloguing and classification leads to a significantly smaller number of contributions. Among the most relevant is an analysis conducted by Wassenberg, Reitel, & Peyrony (2015), which was published to commemorate the 25th anniversary of INTERREG. Entitled Territorial Cooperation in Europe: A Historical Perspective, this analysis not only helped in framing the state of modern European CBC studies, but also underlines the presence and activities of Euroregions. The dedicated research team, which operated under the Commission’s supervision and fully cooperated with the Mission Opérationnelle Transfrontalière ([MOT] French agency), was also inspirational in their first attempt to enlist and classify all the existing CBC organisations across the EU territory. In our own selection, familiar concepts such as Cross-Border Equipment, Transboundary Parks and the definition of Working Communities clearly resonate with the aforementioned research. Other useful examples were either derived from more generic catalogues of territorial cooperation or narrowly focused classifications that provided interesting feedback. In the first case, the catalogue published by the Directorate-General for Regional and Urban Policy of the European Commission ([DGRegionalRegion-EC] (European Commission, 2011)) provided examples of project cataloguing that focused on the three strands of European Territorial Cooperation (ETC). In the second case, the research carried out by Decoville, Durand, & Feligien (2015) focused on classifying European urban experiences. The third case, in which Gasparini & Del Bianco (2011) aimed at classifying Euroregions from the Balkan area, provided interesting examples when looking for cataloguing experiences.

A similar outcome was obtained when merely searching for pre-existing lists of Euroregions. Up to now, no official EU list of all the Euroregional experiences across Europe has been compiled. Nevertheless, there have been some limited attempts made
so far by institutions and academia. In the process of putting together our own list, we started from a prior research involving the collaboration of Markus Perkmann (Oliveras, Durà & Perkmann, 2010). From there, extensive research led to identifying further lists that could potentially help us obtain evidence of other existing Euroregions. The documents we reviewed include: The Committee of the Regions [CoR] European Grouping of Territorial Cooperation’s (EGTC) list (CoR Website, 2017); the listing on the website of the EUREGIO project (EUREGIO Project Website, 2017); the Association of European Border Regions’ (AEBR) public members list (AEBR Website, 2017); the online digital database of the Hungarian Central European Service for Cross-Border Initiatives (CESCI) (CESCI Website, 2017); and finally, from the academic paper of Morata (2007) as well as the technical report of Otocan (2010).

To put it bluntly, the relatively scarce comparative material on a Euroregional global perspective could be attributed to the numerous challenges and meticulous tasks involved with cataloguing. Euroregions can vary a great deal in their structure and operations depending on crucial factors, such as the context of the border and the number and typology of mobilised actors. Furthermore, they often require a high degree of technical expertise in deciphering their mechanisms across all European administrative cultures and languages. With this Catalogue of Euroregional Good Practices, which was put together after four years of research, the COOP-RECOT II research team aims to provide a strong output for a revitalised discourse on how to fully realise the potential of Euroregions. Therefore, we seek to provide a new tool in our quest for optimal solutions that could inspire a higher level of cross-border cohesion and favourable advancement of the European Integration process.

Finally, we intend to fulfil the aforementioned objectives by introducing two separate sections in the catalogue. In the first section, we begin by introducing contemporary theoretical contributions to CBC and Euroregions, including a perceptive explanation of our working methodology throughout the research. By showing the process leading us to generate a global list as well as a specific selection for this catalogue, we aim to provide a solid quantitative analysis of our sample. In the second section, we present our research on 80 CB Euroregional structures selected in the form of data sheets that detail important information derived from our database. The technical data are also accompanied by a short description of the Euroregion as well as the features of a corresponding CBC project in 61 cases.

Goals & Outputs of the Catalogue

As noted in the preceding section, at the start of this project, there were already some attempts at conducting some global analyses on the phenomena of Euroregions. Building upon such previous experiences, this catalogue now purposefully aims to reinforce past global outlooks by presenting a selected sample that could offer a renewed perspective based on comparative information and study. In such a way, this document can prove to be highly useful to Euroregions themselves, participating European institutions (such as the DGRegio-EC or the CoR as well as other Territorial Cooperation-related organisations, such as the AEBR).

More specifically, the main goals of this catalogue include:

- A global review of existing information on Euroregions within the EU during the programming period of 2007-2013, which has been refined using our own operational definition of the term “Euroregion”;
- A comparative analysis for detecting all the cases considered as examples of good practices of “Excellence and Innovation”, including an analysis of CBC projects promoted or sponsored by Euroregions;
- A global analysis sample of best selected experiences.

The pursuit of the aforementioned objectives, which resulted in the subsequent outputs listed below, is clear and consistent throughout the whole publication:

- 1 Operational List of 343 European Territorial Cooperation structures analysed. Of these, 299 were identified as cross-border cooperation structures with at least some Euroregional features, and ultimately 267 met our operational definition of “Euroregion”;
- 1 Database of 61 Euroregions and 61 CBC projects (one each) selected using Innovation and Excellence criteria;
- 1 Comparative Analysis produced by using the data provided in the aforementioned database;
- 80 Euroregional Info Sheets (61 Euroregions and their respective CBC project, 9 Transboundary Parks and 10 Cross-Border Equipment).
PART I

Concepts, Methods & Results
Chapter 1. Concepts & Methodology

1. From Theoretical Concepts to Operational Definitions

An adequate understanding of this Catalogue of Euroregional Good Practices requires a methodological explanation, in terms of the operational use of theoretical concepts and working process for compiling our database as well as our general selection criteria. In the following section, we provide all the necessary clarifications of our step-by-step process in preparing this document. We begin by presenting our own definitions of the concepts of Cross-Border Cooperation (CBC), Euroregion, Excellence and Innovation.

1.1 On Cross-Border Cooperation

So far one can find a vast range of literature on the topic of Cross-Border Cooperation, either on the global phenomenon across borders all over the world or specifically focusing on CBC practices of European border regions. As there are practical restraints preventing us from introducing a full state-of-the-art discourse on CBC, we therefore refer to some of the most relevant contributions used in the present Catalogue.

For those encountering CBC as a theoretical concept for the first time, we consider it worth getting acquainted with the work of Van Der Molen & Ietswaart (2012), namely *Crossing Borders Theory*, one of the most recent and probably interesting attempts at developing a comprehensive guide on this kind of cooperation. Arising from the European context in the field of knowledge-transfer, the Dutch authors conceptualised a joint action across borders through what they define as a practice-oriented theoretical framework for developing strategies and correctly using management tools. Furthermore, they introduce practitioners to the day-to-day handling of cooperative processes by using a simplified language including practical examples and models (2012).

Beyond introductions and practical guides, one of the first widely accepted definitions of CBC at the European level originates from a key international treaty, which opened the door for stronger joint action across the borders of the European Community. In the European Outline Convention on Transfrontier Co-operation between Territorial Communities or Authorities (also called the Madrid Convention of 1980) launched by the Council of Europe, transfrontier co-operation was intended, in strict juridical terms, as ‘[…] any concerted action designed to reinforce and foster neighbourly relations between territorial communities or authorities within the jurisdiction of two or more Contracting Parties and the conclusion of any agreement and arrangement necessary for this purpose’ (CoE Website, 1980).

Over thirty years later, EU institutions still place a great deal of importance on CBC, insofar as transfrontier co-operation is incorporated as one of the key lines in the grand objective of ETC: European Cross-Border cooperation, known as Interreg A, supports cooperation between NUTS III regions from at least two different Member States lying directly on the borders or
adjacent to them. It aims to tackle common challenges identified jointly in the border regions and to exploit the untapped growth potential in border areas, while enhancing the cooperation process for the purposes of the overall harmonious development of the Union’ (EC Website, 2017a).

Outside the realm of institutions, we also consider the definition provided by De Sousa (2013) to be one of the most comprehensive descriptions of the phenomena as such: ‘Cross-border co-operation can be defined as any type of concerted action between public and/or private institutions of the border regions of two (or more) states, driven by geographical, economic, cultural, political/leadership factors, with the objective of reinforcing the (good) neighbourhood relations, solving common problems or managing jointly resources between communities through any co-operation mechanisms available’ (2013: 5).

However, being aware of all the previous features described, we prefer to use a simpler definition, which is operationalised here for the sake of this research and hereby resuming CBC as ‘An institutionalized collaboration between contiguous subnational authorities across national borders’ (Oliveras, Durà & Perkmann, 2010: 24).

At any rate, the existing relationship between CBC and Euroregions needs to be further considered. As derivable from previous definitions, cooperation across borders per se does not necessarily imply the presence of a permanent cross-border structure. A consistent share of CBC practices is nowadays carried out by border entities, which can either be sub-national authorities or other typologies of actors. Furthermore, they usually obtain such results by independently participating in European calls for projects or even on their own initiatives.

Notwithstanding, we would like to make the case for the presence of permanent cooperation structures, such as the Euroregions, as essential tools for achieving a more advanced and stable CBC: ‘its higher expression is reflected in the creation of cooperation-based organizations, which are in turn oriented towards the coordination of horizontal and vertical policies and joint actions’ (Oliveras, Durà & Perkmann, 2010: 24). Nor are we alone in making a similar statement, as evidenced by academics studying multilevel governance in a cross-border context. Nadalulli (2013) clearly speaks of the importance of CBC in changing the rules of the political game in place between national and sub-national actors, and the mediating role that European institutions have carried out by establishing new channels for policy communication: ‘[…] there has been a move from a “zero-sum game” to a “non-zero-sum game” […] At the supranational level [II] has developed a more negotiated, contextually defined system of institutional exchange, which is changing to some extent the zero-sum nature of intergovernmental relationships […]’ (2013: 788).

At the same time, the European Commission’s contribution to the process is far from over, as it is currently involved in a new brainstorming process for innovating CBC initiatives. Such is the context for understanding the recent proposal of the Luxembourg Presidency of the Council on the establishment of the European Cross-Border Convention (a new juridical tool to overcome existing legal and administrative obstacles. See MOT, 2017a, 2017b; Pucher, Stumm, & Schneidewind, 2017) and the recent Communication of the EC proposing 10 new lines of actions for improved CBC through the constitution of a Border Focal Point (EC Website, 2017b).

1.2 What is a Euroregion?

At the time of this writing, no official definition for the term “Euroregion” has so far been universally recognised despite the many institutional and academic attempts. Nevertheless, we acknowledge the presence of a set of common features widely recognised in most academic contributions concerning these cross-border structures.

Cross-Border Cooperation as the essence of the Euroregion. A Euroregion can be very simply defined as a territorial unit formed by two contiguous sub-national units belonging to two separate states (Perkmann, 2002). This does not necessarily entail any compromise for co-operation and can even be understood as a simple geographical definition. Regardless, as the very same authors argue, this concept is used first and foremost in the context of CBC activities and entails some degree of institutionalisation demonstrated by the interaction of agents on both sides of the border. Similar definitions by other authors all tend to revolve around such an idea, as can be seen in the recollection of academic views presented in Medeiros (2011, 2013). Indeed, this may be one feature common to all Euroregions alike, even though some entities labelled as Euroregions may find themselves working more in the field of ETC interregional cooperation. When considering the main reasons behind CBC initiatives, Kramsch & Hooper (2004) bring the reasoning even further by unveiling the true purpose of Euroregional structures: ‘Common among all Euroregional initiatives, however, is an attempt to re-inscribe border areas formerly considered marginal and peripheral to the territorial projects of nation-states to those of centrality and dynamism at the very heart of Europe. It is thus not fortuitous that the Commission itself refers to its trans-boundary regions as “laboratories of European integration” (2004: 3). However, beyond the common purpose, the shapes of institutionalisation, the territorial dimensions, the geographical profiles and the pursued objectives can vary considerably among different structures.

Subnational actors and different models of institutionalization. Since the initial work of Perkmann (2003) several analyses have shown the fundamental role played by local and regional actors in the organization of cross-border governance models. Rather than creating new layers of administrative government, Euroregions usually assume a variety of (more or less) formalised structures and different legal instruments to implement cross-border initiatives (Morato, 2007). Cooperation structures vary according to many factors and the combination of these variables shape the depth and the intensity of the cooperation. Broadly speaking, Euroregions may differ in terms of governance structure through the degree of institutionalization, the legal character of the organization (with or without legal personality), the scope of the agreement and the goals pursued by the promoters of the initiative.

The AEBR identifies in its officially published Practical Guide to CBC (AEBR, 2000) several models of institutionalization (assemblies, permanent secretariats with administrative staff, basic agreements built upon public or private law, etc.) and it highlights the recurrence of multilevel governance contexts. As the practice of cross-border cooperation has increased, cross-border governance toolkits have notably increased accordingly (MOT, 2013, 2017a, 2017b). Nowadays, CBC agreements can mainly use three typologies of legal instruments: a) not binding cooperation agreements; b) instruments that confer legal personality to the organization (regulated either by private or public law); c) private law associations with a cross-border purpose. Due to the documented difficulties in applying transnational regulations in CBC practices (MOT, 2017a, 2017b), it is important
Legal instruments available to Euroregions. The most common among these legal instruments is the cooperation agreement, a contractual commitment on the part of the territorial authorities that have signed it to develop joint cross-border initiatives. There is no standard cooperation agreement and the cross-border governance structure is usually informal, flexible and without a legal personality. It is mainly a political agreement among territorial entities whose level of enforcement depends on political momentum and on interpersonnal relations. Cooperation agreements may then present different levels of institutionalisation according to the previous existence of bilateral treaties signed by the respective Member states (i.e. 1993 Rome Treaty between France and Italy; 1995 Bayonne Treaty between Spain and France plus Andorra since 2012; 1997 Karilsruhe Agreement between Germany, Switzerland and Luxembourg) which can be equally subjected to private or public law.

Due to the aim of creating autonomous bodies properly capable of managing cross-border initiatives, several legal instruments that confer legal personality to cross-border organizations have been established over the last decade by EU institutions and the Council of Europe. The main cooperation formulas thus include the European Grouping of Territorial Cooperation (EGTC), the European Economic Interest Grouping (EEIG) and the Euroregional Cooperation Grouping (ECG). Indeed, this diversity of legal frameworks can at times produce complexity and even confusion, as it was outlined in several studies (Sanguin, 2013, among others). The EGTC (created by Regulation /EC No 1082/2006) is a permanent and autonomous structure with legal personality and subject to public or private law according to the national jurisdiction governing the place where the headquarters (or registered office) of the organization is located. Unfortunately, since these associations are governed by private law, they cannot be registered as legal persons in all the states where they operate.

The EGTCs’ main advantages derive from: a) long-term political commitment of its members; b) greater visibility with respect to third parties; c) the ability to enter into contracts and to compete for external and European funding.

EEIG and ECGs, in this sense, strongly resemble the functional logic of the EGTC. The first instrument is usually used for cross-border economic activities that involve private actors and for which a legal personality is also required. However, the main limitation of EEIGs lies in the restricted scope of the intervention which must be related to the economic activity of its members by excluding any additional CBC features. Even more like the EGTC, the second instrument listed (ECG) also allows to create a legal personality which manages the cross-border initiative on behalf of its members. Although generated by the third additional protocol to the Madrid Outline Convention on Transfrontier Cooperation in 2009, the legal regime for ECGs however has not yet been stabilised across Europe (only five countries had ratified the protocol by the start of 2013: France, Germany, Slovenia, Switzerland, Ukraine) (MOT, 2017).

Finally, Euroregions can also adopt more simplified organizational structures regulated by private law. Thus, another common typology of legal instruments used in cross-border agreements are different forms of associations which act as simplified structures with a legal personality but only governed by the private law applicable to the place where the headquarters (or registered office) of the organization is located. Unfortunately, since these associations are governed by private law, they cannot take the place of the participating territorial authorities in the CBC activities and they usually offer less guarantees with respect to cross-border bodies governed by public law. On the side of advantages, however, the flexibility of association structures makes them particularly well-suited to the realisation of concrete cross-border initiatives such as technical consultations, the promotion of a specific single project, preliminary studies as well as strategic planning initiatives.

Wide differences in sizes and territorial profiles. There is a high variety of territorial sizes among existing Euroregions, ranging from associations of small local councils up to joint state partnerships. This range has often triggered questions about any homogeneous classification of structures, which may at first seem completely different. The situation has also motivated some to provide proposals connected to the territorial scale of cooperation: Medenios (2013) tried to distinguish Euroregions from mesoregions and macroregions by stating, for instance, that the former extends less than 200,000 km². By doing so, he had hoped that the classification could lead to more adequate strategies for each typology. In this sense, the EU Macro-Regional Strategies (the Baltic Sea, the Danube, Adriatic-Ionian and Alpine) are clearly distinct from Euroregions, especially when considering the main partnerships composed by member states, which create joint strategies without establishing new cross-border structures. At the same time, the appearance of new terms, such as “Eurocity” or “Eurodistrict” and the specific geographical character of the border territories also suggested the creation of new types. For instance, Wassenberg et al. (2015) suggest both a classification according to three territorial scales (local, regional, supraregional) and a differentiation among urban areas, rural territories and natural spaces.

Multiple Objectives. The pre-existing studies acknowledged a great variety of interests coming from Euroregional activities. It is possible to speak of different focuses, differentiated levels of involvement and at times mention key sectoral priorities occurring more frequently in Euroregional cooperation. Our previous analyses led us to distinguish three levels of involvement:
• Some Euroregions act as forums for exchanging experiences or are directly involved in managing European funding, which is the case of many Working Communities or some of the large-sized Euroregions;
• Most Euroregions develop their own projects or plan in combination with other actors. Some adopt very general strategies, while others prefer to choose few specific sectors (sometimes they are even monothematic);
• Finally, there are also those exclusively created to provide a specific service, such as explicitly mentioned in Wassenberg et al. (2015) under the definition of cross-border equipment (e.g. a tri-national airport or a cross-border hospital) and transboundary park.

The Spread of Euroregions in the European Union. In jointly reviewing the pioneering article of Perkmann mentioned above, Oliveras, Durà & Perkmann (2010: 25-26) pointed out the existence of four stages of expansion of the Euroregional phenomena. As we will see in the following, each chronological phase is associated to specific historical and political factors that explain their background.
1.3 Excellence and Innovation

In deciding to create a sample of optimal Euroregions and their associated CBC projects, an important research task proved to be determining and establishing the specific criteria that could justify our selection. Despite some promising exceptions, there were still relatively few contributions regarding Excellence and Innovation in a cross-border context. From their very inception in social sciences, the concepts of Excellence and Innovation presented a strong synergy, which greatly aided in adjusting to the processes of globalisation and technological revolution. To cite some notable examples, both the Organisation for Economic Co-operation and Development (OECD) and the European Union (via the implementation of the Lisbon Strategy in 2000 and the EU2020 Strategy) incorporated these aspects as important tools at the core of their long-term policies in order to achieve sustainable development and territorial cohesion.

a. Excellence

A much relevant definition of Excellence is offered by The European Foundation for Quality Management (EFQM), an organisation which has been supporting and strengthening the European business world for decades. In their official publications, they uphold that ‘Excellent Organisations achieve and sustain outstanding levels of performance that meet or exceed the expectations of all their stakeholders’. This means that Excellence is associated to the effort of achieving best results in one or several aims. The model designed by the EFQM and built on their expertise on the subject is marked by the following criteria: sustaining outstanding results; adding value for customers; creating a sustainable future; developing organisational capability; harnessing creativity and innovation; leading with vision, inspiration and integrity; managing with agility; and succeeding through the talent of people (EFQM Website, 2017).

Naturally such terms for Excellence can be applied to all kinds of organisations (political, social, cultural or other). In the cross-border context, we observed that Euroregions tend to achieve excellence when fulfilling the following criteria:

- effectiveness in globally running the co-operation processes (governance features);
- presence of continuous and self-reinforcing co-operation processes; and
- stable or increasing dynamics for improving the quality of the co-operation.

b. Innovation

As a fundamental reference to the concept of Innovation, we firstly took the popular one introduced by the OECD in their Oslo Manual. Despite its original conception in 2005, the definition is still applied in later proposals. Today, although its content is adaptable to various organisation types, it is mainly directed at the business sector. At the crux of the argument, Innovation is defined as ‘the implementation of a new or significantly improved product (good or service) or process, a new marketing method, or a new organisational method in business practices, workplace organisation or external relations’ (OECD, 2005a, 2005b, 2015). In elaborating an innovative strategy, it is also remarked that ‘it is clearly a much broader notion than R&D or technological change and is therefore influenced by a wide range of factors, some of which can be influenced by policy’ (OECD, 2015). Based on this perspective, innovative territories can be considered as those seeking to exploit new processes based on expert knowledge and technological change in all sectors of society. In a further OECD publication (2013) on the
cross-border topic, the organisation makes a particular appeal to support innovation policies in cross-border regions. One of the main concepts of the study, the Cross-Border Regional Innovation Systems (RIS), firstly developed by Tripl (2010), is therefore essential to coordinating innovative strategies for all border territories.

Nevertheless, even more can be added to the general argument under institutional terms, and our operational definition can also greatly benefit from the relatively new concepts of public innovation and social innovation. The European Institute of Public Administration (EIPA), whose main task is to improve European public administrations, actively promotes Innovation as one of their main criteria for action: “[…] the novelty of the solution, the degree to which the case shows a leap of creativity in the practice of public administration and demonstrates a different approach which goes beyond what was previously applied” (EIPA Website, 2017). Along the same lines, further aspects to consider are the stakeholders’ involvement, the relevance of action taken and the impact of the results obtained. The very same EC incorporated the idea of social innovation in their strategies, in which they take particular care in valuing improvements in the quality of civic life and general welfare (Hubert, 2010). Even in this case, the concept has been at times translated into a cross-border context, as in the case of the border between the two Irelands, which stem from the actions of the North-South Social Innovation Network (NSSIN Website, 2017).

Our own cross-border operational definition of Innovation derives from previous perspectives when analysing Euroregional structures and their selected projects. In practical terms, we tend to consider the CBC activities to be innovative when at least one of the following criteria is observed:

- there is technological progress involved in the project execution;
- new techniques or methodologies in processes or organisations are employed to improve the overall project development; or
- there is evidence for applying novel concepts, such as those intended for social and public innovation.

2. The Construction of the Catalogue of Euroregional Good Practices

2.1 Generating an operational list of all existing Euroregions

Here we provide detailed information on the methodological procedure we followed during the main steps of the COOP-RECOT II research project. We elucidate in the following the three main research stages. To commit to a selection of best practices, we needed first of all a total list of all existing Euroregions, on which to begin our investigation. The very first version of our operational list was composed by assembling all previous academic and institutional listings already cited in our Introduction. A further attempt to expand the inventory was conducted by means of a heuristic exploration of other web resources, minor thematic indices and additional references gathered from previous expertise. By the end of this first methodological step, we had achieved a total of 343 identified European Territorial Cooperation structures.

Since the lack of an official or universally accepted definition of a Euroregion (see preceding section), we noticed that some of the organisations we listed could not meet the generally accepted criteria for a Euroregional structure. In most cases, we identified organisations that were dedicated to forms of ETC other than CBC. Indeed, 44 structures were excluded from our selection as they did not fulfil our working definition of a Euroregion, hence allowing us to lower the total to 299 cross-border structures analysed, which generically possessed at least some Euroregional features.

In any case, following our initial classification work, we further reduced the total number when we observed interesting anomalies to our operational definition. More specifically:

- 16 Working Communities were identified and excluded according to our objectives laid out in the Operational Definition section. In this case, some specific features simplified the process of their exclusion (i.e. lack of a project strategy or major presence of State-level actors instead of subnational authorities);
- 7 External Borders Euroregions were identified outside of the European Union. Interestingly, these cases all developed around the start of the 21st century following the positive climate inspired by the enlargement of the EU towards Eastern Europe. All of them were created alongside state frontiers not belonging to the EU, and the major concentration appears along the Eurasian borders of countries, such as Russia, Belarus, Ukraine, Armenia or Georgia. Although interesting speculations could be made about the spread of Europeanising practices beyond the Union through the soft power of diplomacy and conditionality, it nevertheless appeared clear to us that these could not be included in our official listing. Due to the general low levels of activity resulting from the climate of political and economic instability during the 2010s plus a total alienation from EU Territorial Cooperation strategies and policies, such as INTERREG, we soon had to exclude them from our operational selection. This would also help us to distinguish them from other Euroregional realities with the mixed presence of Member States and at least 1 Non-EU Member State (as in the case of CBC structures with Switzerland), which were instead considered for the next stages of the selection.

- Finally, 9 Transformed Euroregions proved to be highly interesting anomalies, such that they, although not included in our final operational listing, still deserved their own categorisation. In their simplest definition, the transformed cases represent Euroregions that have been either absorbed into another Euroregional structure or replaced by an entirely new one altogether. However, contrary to border areas where the actors involved in cross-border activities have ceased the co-operation, we witness here the conversion of the structures towards new arrangements for increased effectiveness of CBC. We therefore decided to provide a suitable reference of these exceptional cases, while naturally including their existing replacements in the final operational listing of Euroregions.

2. As a further foreword to our methodological process, we would like to clarify herewith that despite having satisfactorily achieved a huge sample of cross-border structures for this research, there remains the risk of overlooking some organisations that would embody our working definition, as we were not made aware of them during our research. If this were the case, we hereby invite the reader to provide us feedback by contacting the authors and help us expand the operational list even further.
Thus, once we subtracted the 32 excluded anomalies from the selection, the list of existing Euroregions according to the operational definition brought us to a total of 267 Euroregional structures.

2.2 Classifying the operational list of Euroregions

Employing the operational definition was instrumental in delivering a comprehensive total of 267 Euroregional organisations. Nevertheless, we were also aware that a further selection was necessary in order to dig deeper in our search for excellent practices. Most importantly, no prior listing or web resource was effectively able to distinguish those Euroregions currently developing CBC activities from those that may have succumbed to the numerous circumstances leading to their inactivity, such as political discord or recent budget cuts triggered by the Eurozone crisis.

Indeed, one of the fundamental tasks of the classification was understanding which Euroregions were presently active and which ones had become inactive. Initially, we contacted most Euroregions in our list via e-mail and telephone as we requested them to provide with general information. In the end, given the obstacles associated to the fieldwork, we completed our classification by making use of a heuristic Internet investigation of respective Euroregion websites. Thus, we decided to provide an operational definition of an ‘Active Euroregion’, namely as a structure that:

• possesses an up-to-date website with sufficient technical information;
• shows clear signs of ongoing or recent CBC activities (meetings; joint seminars; workshops, etc.); and
• employs a visible and updated communication strategy.

Conversely, in our assessment, an ‘Inactive Euroregion’ is a cross-border structure that:

• does not fulfil the criteria for an Active Euroregion;
• does not show any traces of activities even by means of transversal web enquiry (local media, Google-related research, etc.);
• possesses an active website, but has not been updated for over 3 years; or alternatively:
• shows some hints of its existence (such as minor actions reported by local media), but generally shows a very low level of cross-border activity.

Research and classification activities for Euroregions officially stopped in January 2017. Meanwhile, we decided to limit our analyses on Euroregional CBC projects to those included in the 2007-2013 EU framework period. Having established the fundamental Active/Inactive criterion, the easiest way to begin approaching our extensive list was to consider those special cases for Euroregional structures already identified in Wassenberg, et al. (2015) and employed in our own classification. In the case of cross-border natural areas, we effectively identified 40 Transboundary Parks (TB Parks) within our Operational List, whilst the cross-border infrastructures and their relative management organisations accounted for 13 Cross-Border Equipment (CB Equip) in total.

However, some necessary clarifications need to be made about the selection of these structures. Generically speaking, unlike their more traditional counterparts, the application of an Active/Inactive criterion did not seem appropriate for the final selection on the catalogue. This is because, from the time of their creation, both cross-border natural areas and the infrastructure are conceived as initiatives that are funded for their arrangement or construction. Furthermore, once officially inaugurated, official political agreements, instead of a volatile joint will of cooperation among standard Euroregions, essentially tend to ensure the maintenance of greater stability; this apparently seems to be more the case when co-operation involves huge investments and higher economic interests (such as cross-border hospitals and frinational airports). In the case of TB Parks, we considered all of them as active albeit with different degrees of cross-border activities. Given those circumstances, it thus became obvious to us to shift and orientate our selection for this Catalogue towards those cross-border natural areas that presented more advanced Euroregional features, such as an advanced governance system or a visible cross-border communication strategy. This is precisely the reason why we decided to select 9 TB Parks out of 40 for inclusion in this publication.

We also had to consider CB Equipment under a different perspective. When conceiving them as mere cross-border infrastructures, we anticipated the total number of selectable units to exceed the 13 identified in our selection. Particularly in the case of Central and Western Europe, the European integration project benefitted considerably from structures such as symbolic walkways, paths and bridges as tangible ways of healing the scars of history ravaged by conflict along the European state borders. At the same time, we would also like to point out that our idea of “Equipment” has likewise been operationalised by our operational definition of Euroregion, and as such, pertains to any large-scale infrastructure that requires a stable joint coordination for successfully providing services. After refining the Active Euroregion criterion, we then had to distinguish between thirteen already existing structures for our selection; of these, we knew that three were still under construction. Thus, in the final selection, we automatically selected 10 CB Equipment units from the original list of 13. Finally, we also need to explain how we deliberated on not including the corresponding projects of the selected 19 Euroregional structures. In terms of TB Parks, although some clearly showed the presence of joint projects, their initiatives still do not necessarily relate to a CBC action funded by the INTERREG. As a matter of fact, many apply to other kinds of European programmes such as LIFE.

In contrast to a TB Park, a CB Equipment is usually dedicated to ensuring its own service instead of producing cross-border projects. Nevertheless, we are also aware that some notable exceptions may exist, as in the case of the Cerdanya Hospital, which aims to develop a cross-border health governance system. For the sake of clarity, we eventually refrained from analysing such activities, and thus only included Euroregional sheets dedicated to the Euroregional structures.

After removing 40 TB Parks and 13 CB Equipment, we still had to filter through 214 Euroregions using our criteria. For this process, we conducted extensive research on the status of the organisations and documented essential details in our operational list, such as websites, contact details and specific observations made on each individual case. Interestingly, our investigation of the Euroregions in question revealed a number of interesting quasi anomalies. Although these Euroregions fulfilled all our criteria, they still exhibited some additional features that would otherwise prove unsuitable for our selection.
Monothematic Euroregions proved to be structures fitting our operational definition which exclusively dedicated themselves to one kind of cross-border public policy, for example, one focusing on health and another on transportation. In contrast, micro Euroregions represented highly interesting local cross-border realities shaped by small-scale projects. Their source of income did not always necessarily consist of managing big amounts of EU funding from the INTERREG programmes, since their means of subsistence seems to mostly come from their own expenditures. At the end of this lengthy classification process, we arrived at the following numbers:

- From a total 214 Euroregions, 158 were Active and 56 were Inactive.
- From a total of 158 Active Euroregions, 4 were monothematic, 2 were micro and 152 were ‘standard’.

2.3 Obtaining the final sample and elaborating a Euroregional database

Starting from the list of 158 Active Euroregions, we further explored the elements included in this shortlist to provide a sample of “Especially Active Euroregions” to be selected for this catalogue. Thus, they were subjected to an in-depth analysis by means of a second exploration of their website content. This time, we supplemented the research by studying documentary materials, such as technical reports and strategies downloadable on the Internet. Furthermore, we relied on academic literature on case studies, and in some cases, requested additional information via e-mail. In the meanwhile, our methodology also suggested that the analyses of projects were required at this stage in order to identify the best practices for Euroregional cooperation.

Throughout all the material supervised, the following criteria were taken into consideration for the final selection:

- At the organisational level, we enquired about distinct traits of stable governance in place among the participating actors. At the same time, we positively valued the presence of a Euroregional strategy and/or long-term cross-border planning of various kinds.
- At the project level, we were especially interested in the capacity for generating projects. According to our operational definitions, we scrutinised a minimum of 3 to 5 CBC projects per Euroregion during the EU funding framework 2007-2013 and observed the presence of important features, such as the relevant assigned budget and the presence of innovating proposals in the content of the project. Furthermore, we noticed other excellent dynamics, such as the transparency of the initiative, communication levels, degree of actor participation, etc.
- Complementarily, a geographical consideration criterion was applied when collecting relevant cases from all over the EU. Having identified a solid nucleon of best practices in the central and northern part of the European continent, we still wanted to achieve a degree of equal representation across all the EU borders.

From 158 Active Euroregions, 61 were finally marked as “Especially Active” and thus selected for inclusion in this Catalogue of Euroregional Good Practices. Of these, the corresponding sub-typology was: 2 monothematic Euroregions, 2 micro Euroregions, and 57 ‘standard’ Euroregions.

The final methodological step of the research project consisted in producing a Euroregional database incorporating the 61 Especially Active Euroregions and 61 Euroregional Cross-Border Projects (one per selected Euroregion). This was mainly conceived for two purposes: on the one hand, the compilation of specific information was essential in gathering general information to be later transferred into the Euroregional sheets of the Catalogue; on the other, the database was used for quantitative analysis useful to understanding Euroregional trends. The Euroregional Database includes:

- For the Especially Active Euroregions, 4 data categories: General information (i.e. date of creation; nationality of the participating actors; location of headquarters; etc.); Geographical details and typologies; Governance mechanisms of the organisation and classification of the participating actors; and territories included in the Euroregion.
- For the CBC projects, 3 data categories: General Information (i.e. Name of project, date of activities, main theme, general description of outputs); actors involved; and disclosed budget.

To conclude this section, the reader will find below a Summary Table of the identified typology and classification, which show the final numbers produced by our research (see Table 1). Moreover, we present the entire Operational Listing of Euroregions divided into several tables based on the typology suggested by Table 1.

<table>
<thead>
<tr>
<th>Typology</th>
<th>Status &amp; Classification</th>
<th>Catalogue Selection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Selected</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excluded</td>
</tr>
<tr>
<td></td>
<td></td>
<td>158</td>
</tr>
<tr>
<td></td>
<td></td>
<td>95</td>
</tr>
<tr>
<td></td>
<td></td>
<td>57</td>
</tr>
<tr>
<td>Euroregions</td>
<td>214</td>
<td>2</td>
</tr>
<tr>
<td>1. EUR (Active)</td>
<td>152</td>
<td>-</td>
</tr>
<tr>
<td>2. EUR Monothematic (Active)</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>3. EUR Micro (Active)</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>4. EUR Inactive</td>
<td>56</td>
<td>-</td>
</tr>
<tr>
<td>Cross-Border Equipment</td>
<td>13</td>
<td>10</td>
</tr>
<tr>
<td>1. Active</td>
<td>13</td>
<td>-</td>
</tr>
<tr>
<td>2. In constitution</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Transboundary Parks</td>
<td>40</td>
<td>9</td>
</tr>
<tr>
<td>1. Advanced EUR Features (Active)</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>2. Active</td>
<td>31</td>
<td>-</td>
</tr>
<tr>
<td>Euroregion + CB Equip. + TB Parks</td>
<td>267</td>
<td>80</td>
</tr>
<tr>
<td>1. Working Communities</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>EuroBorder</td>
<td>32</td>
<td>9</td>
</tr>
<tr>
<td>1. EUR External Borders</td>
<td>7</td>
<td>-</td>
</tr>
<tr>
<td>2. EUR Transformed</td>
<td>9</td>
<td>-</td>
</tr>
<tr>
<td>Excluded (Not EUROREGIONS)</td>
<td>44</td>
<td>-</td>
</tr>
<tr>
<td>1. Excluded (Not EUROREGIONS)</td>
<td>44</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL ETC STRUCTURES ANALYZED</td>
<td>343</td>
<td>80</td>
</tr>
<tr>
<td>TOTAL ECB STRUCTURES ANALYZED</td>
<td>299</td>
<td>263</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

Table 2 – Summary of the Euroregional Operational Listing.
### 3. Global Listings of Euroregions

#### Table 2 – List of Active Euroregions

<table>
<thead>
<tr>
<th>Name of Euroregion</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MONOTHEMATICAL</strong></td>
<td></td>
</tr>
<tr>
<td><strong>STANDARD</strong></td>
<td></td>
</tr>
<tr>
<td><strong>EUROREGIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total: 158</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ACTIVE EUROREGIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total: 158</strong></td>
<td></td>
</tr>
<tr>
<td><strong>STANDARD</strong></td>
<td></td>
</tr>
<tr>
<td><strong>EUROREGIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total: 152</strong></td>
<td></td>
</tr>
<tr>
<td><strong>LIST OF MICRO EUROREGIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total: 2</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Source:** compiled by the authors
### Table 3 – List of Inactive Euroregions

<table>
<thead>
<tr>
<th>INACTIVE OR VERY LOW INTENSITY EUROREGIONS (Total = 56)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adriatic-Alpine-Pannonia Europe Region</td>
</tr>
<tr>
<td>Morava-Pcinija-Struma Euroregion</td>
</tr>
<tr>
<td>Andalucia - Gibraltar - Marocco</td>
</tr>
<tr>
<td>Muránia Euroregion</td>
</tr>
<tr>
<td>Arc Averanche</td>
</tr>
<tr>
<td>Neagra-Bistriana Euroregion</td>
</tr>
<tr>
<td>Bastia/Barthe Euroregion</td>
</tr>
<tr>
<td>Near Haraz Interego</td>
</tr>
<tr>
<td>BelaCica/Sele Euroregion</td>
</tr>
<tr>
<td>North Calotice Council</td>
</tr>
<tr>
<td>Black Sea Euroregion</td>
</tr>
<tr>
<td>Velein - OT Euroregion</td>
</tr>
<tr>
<td>CENTRE Cross-Border Region</td>
</tr>
<tr>
<td>Polnisch Deutsehe Verband &quot;Ost gran - Ohne Grenzen&quot;</td>
</tr>
<tr>
<td>Campeche Euroregion</td>
</tr>
<tr>
<td>Prefete-Ondir Lakes Euroregion</td>
</tr>
<tr>
<td>Creta - Cyprus Euroregion</td>
</tr>
<tr>
<td>Fugla - Ionian Islands - Egypto - Albania Euroregion</td>
</tr>
<tr>
<td>Cross-Border Association of the Municipalities of the Great Lake Alpes (KMTSSA)</td>
</tr>
<tr>
<td>Quark (Finland-Sweden)</td>
</tr>
<tr>
<td>Danube 21 Euroregion</td>
</tr>
<tr>
<td>Rejkia Nova Euroregion</td>
</tr>
<tr>
<td>Danube East Euroregion</td>
</tr>
<tr>
<td>Rat Walla - Val D’Aosta</td>
</tr>
<tr>
<td>Danube South Euroregion</td>
</tr>
<tr>
<td>River-Marche Region (East Suisse/ Sarre/Marnich/ Somme)</td>
</tr>
<tr>
<td>Drina-Sava-Majedlia Euroregion</td>
</tr>
<tr>
<td>Rosapi Euroregion</td>
</tr>
<tr>
<td>Duna Euroregion (Duna-Kóros-Mátra-Tiszá)</td>
</tr>
<tr>
<td>Szale Euroregion</td>
</tr>
<tr>
<td>Duna-Driá-Sele Euroregion</td>
</tr>
<tr>
<td>Sezupa/ Sezesse Euroregion</td>
</tr>
<tr>
<td>Epyrini - South Albania Euroregion</td>
</tr>
<tr>
<td>Skopjedena (FYROM)</td>
</tr>
<tr>
<td>Estocien - Finnish 3 + 3 Regional Cooperation: Slovenian-Hungarian Cross-Border Development Council</td>
</tr>
<tr>
<td>Eurobeltan Euroregion (Nón-Sofia-Nópce)</td>
</tr>
<tr>
<td>South Baltic Four Corners Co-operation</td>
</tr>
<tr>
<td>European Border Cities ESIG (Hungary-Romania)</td>
</tr>
<tr>
<td>Stripmen/Stripen Euroregion</td>
</tr>
<tr>
<td>Even-Merco-Maritime Euroregion</td>
</tr>
<tr>
<td>Strøra / North East Slovenia Europe</td>
</tr>
<tr>
<td>French-Italian Alps Conference (CAF)</td>
</tr>
<tr>
<td>The Wadden Europe</td>
</tr>
<tr>
<td>Tyro Amt / KREN Region</td>
</tr>
<tr>
<td>Trakia Euroregion (Greece-Turkey-Bulgaria)</td>
</tr>
<tr>
<td>Suden/Gulen Euriity</td>
</tr>
<tr>
<td>Triple Danube Euroregion (Hírmeni Duna-Videk)</td>
</tr>
<tr>
<td>Inverne Inernity Eurocity</td>
</tr>
<tr>
<td>Upper Prov Euroregion</td>
</tr>
<tr>
<td>Inferior Danube Euroregion</td>
</tr>
<tr>
<td>Vila (Dong) - Iubet Euroregion</td>
</tr>
<tr>
<td>Kast-Sokva Euroregion + associated ESTG</td>
</tr>
<tr>
<td>VIT-ráste-Suto-Imperih Local Border Region</td>
</tr>
<tr>
<td>Kras/Korn/Kavet Euroregion</td>
</tr>
<tr>
<td>West Nyagat / Pannonia Euroregion</td>
</tr>
</tbody>
</table>

**Source:** compiled by the authors

### Table 4 – List of Cross-Border Equipment

<table>
<thead>
<tr>
<th>CROSS-BORDER EQUIPMENT (Total = 13)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTIVE (Total = 10)</td>
</tr>
<tr>
<td>CEVA Railway Link (Cornavin - Eaux-Vives - Ammanassae)</td>
</tr>
<tr>
<td>Channel Tunnel</td>
</tr>
<tr>
<td>Danube Bridge</td>
</tr>
<tr>
<td>Frankfurt-Basel Mulhouse Freiburg</td>
</tr>
<tr>
<td>LGTC Fireboat Europa 1</td>
</tr>
<tr>
<td>New Railway Line Dresden-Prague EGTC</td>
</tr>
<tr>
<td>Feolinim Ball Tunnel</td>
</tr>
</tbody>
</table>

**Source:** compiled by the authors

### Table 5 – List of Transboundary Parks

<table>
<thead>
<tr>
<th>TRANSBOUNDARY PARKS (Total = 40)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADVANCED EUROREGIONAL FEATURES (Total = 9)</td>
</tr>
<tr>
<td>Maritime Alps Mercantour European Park</td>
</tr>
<tr>
<td>Bourganger Moor - Baigneareum International Nature Park</td>
</tr>
<tr>
<td>De Zoom - Kalmthône-Heide</td>
</tr>
<tr>
<td>German-Dutch Nature Park Maas-Schalam-Lette</td>
</tr>
<tr>
<td>Mount Voss Cross-Border Biosphere Reserve</td>
</tr>
<tr>
<td>ACTIV (Total = 31)</td>
</tr>
<tr>
<td>Bavarian Forest / Sumava National Park</td>
</tr>
<tr>
<td>Bielszek Nowe Park</td>
</tr>
<tr>
<td>Biele Karpaty Protected Landscape Area (White Carpathians)</td>
</tr>
<tr>
<td>Bohemian-Saxon Switzerland</td>
</tr>
<tr>
<td>Danube Delta Cross Border Biosphere Reserve and Research Center</td>
</tr>
<tr>
<td>East Carpathian Biosphere Reserve</td>
</tr>
<tr>
<td>European Nature Reserve Lower River Inn</td>
</tr>
<tr>
<td>Friendship Park &amp; Research Center</td>
</tr>
<tr>
<td>German-Luxembourg Nature Park</td>
</tr>
<tr>
<td>Geschwister-Stephany-Nature Park</td>
</tr>
<tr>
<td>Hainaut Cross-Border Nature Park</td>
</tr>
<tr>
<td>High Coast / Kvarner Archipelago</td>
</tr>
<tr>
<td>High Fens - Eifel Nature Park</td>
</tr>
<tr>
<td>Julian Alps Transboundary Ecoregion</td>
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<td>Karhunenzo Cross-Border Biosphere Reserve</td>
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<td>Nature Park Nagyföldvárieti</td>
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**Source:** compiled by the authors
<table>
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<tr>
<th>EXCLUDED EUROREGIONS (Unfitting Catalogue Criteria)</th>
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<td>ARGE Donau (Working Community of Danube Countries)</td>
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<td>ARGE Kärnten - Steiermark</td>
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<td>Benelux-Midi-Pyrenees/Languedoc-Roussillon Euroregion (EPM Euroregion)</td>
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Source: compiled by the authors

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<td>Galicia-Northern Portugal Euroregion</td>
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<td>Pyrenees-Mediterranean Euroregion</td>
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<td>Pyrenees-Cantabria EGTC</td>
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<td>Saarmoselle Eurodistrict</td>
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<td>Lille-Kurth-Tournais Eurometropolis</td>
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<td>Irish Central Border Area Network (ICBAN)</td>
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<td>Meuse-Rhine Euroregion</td>
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<td>Rhine-Meuse-North Euroregion</td>
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<td>North West Region Cross Border Group (NWRCBG)</td>
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<td>Rhine-Waal Euregio</td>
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<td>SCHLIEFEN</td>
</tr>
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<td>Dunkirk-Flandres-Côte d’Opale region and West Flanders EGTC</td>
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<tr>
<td>Kerkrade-Herzogenrath Eureope</td>
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<td>CAN# Region (Co-Operation and Working Together)</td>
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<td>De Zeeu - Kalmthoutse Heide Cross-Border Park</td>
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<td>Maas-Schelde-Natie Nature Park</td>
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<td>Waarden Sea World Heritage Site</td>
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<td>Freiburg Region and South Alsace Eurodistrict</td>
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<td>Strasbourg Ortenau Eurodistrict</td>
</tr>
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<td>Basel Trinational District</td>
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<td>Greater Geneva</td>
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<td>Inn-Salzach-Euregio</td>
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<td>Tri-national Metropolitan Region of the Upper Rhine</td>
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<td>Via Salina Euregio</td>
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<td>Praded Euroregion</td>
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<td>&quot;Vis-à-Vis&quot; LGTC</td>
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<td>Europa 1 Fireboat LGTC</td>
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<td><strong>EASTERN EUROPE (Total = 10)</strong></td>
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<td>Carpathian Euroregion</td>
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<td>Country of Lakes Euroregion</td>
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<td>Danube Euroregion</td>
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<td>Rosze-Giurgiu Danubius Euroregion</td>
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<td>CB-EQUIPMENT (Total = 2)</td>
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<td>Danube Bridge</td>
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<td>TB-PARKS (Total = 2)</td>
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<td>Prepia Transboundary Park</td>
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<td><strong>NORTHERN EUROPE (Total = 11)</strong></td>
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<td>EUROREGIONS (Total = 10)</td>
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<td>Bothnian Arc</td>
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<td>Frankfurt (Oder) &amp; Slubice Cooperative Center</td>
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<td>Greater Copenhagen &amp; Skåne Committee</td>
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<td>Karlskron Council</td>
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<td>Göteborg-Sundsvall-Schleswig Euroregion</td>
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<td>Sverresund Committee</td>
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<td>Romerania Euroregion</td>
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<td>Fehmarnbelt Committee</td>
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<td>FinEst Link (Helsinki-Tallinn)</td>
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<td>CB-EQUIPMENT (Total = 1)</td>
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<td>Øresund Bridge</td>
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Source: compiled by the authors
Chapter 2. Euroregions and their projects. Territorial features governance and cross-border interventions

1. The bird’s eye view of Euroregions. An Introduction to the statistical analysis

In this chapter, we show how we classify some of the main features of Euroregions. We conducted the analysis based on the sample data of 61 entities that we took into account in our Euroregional database and selected using our operational definition, i.e. Euroregions within the EU having the central task of developing CBC projects. As discussed in the previous chapter, the selection involved all those Euroregions considered to be especially active, innovative and excellent in terms of their governance structure and/or the relevance of the projects they execute. Furthermore, the selected sample also includes significant traits that make it suitable for further analysis. Firstly, the sample accounts for an important percentage of the total universe of currently active Euroregions, i.e. 38.6% of the 158 identified cases. Secondly, the 61 cases presented here are some of the most qualified for analysis based on the selection criteria we applied thereto and the available information concerning their activities. Thirdly, the selection also considered a geographical distribution factor which allowed for a balanced inclusion of cases from all over the EU. Finally, when considering the Euroregional projects selected for the analysis, i.e. one for each of the 61 cases, the same criteria apply. Moreover, particular care was taken in closely examining and observing how these projects obtained interventions from different thematic sectors, the amounts of funding and the typologies of participating actors. However, we have to point out that the following analysis does not include CB Equipment and TB Parks, although their presence in the second part of the publication, in the form of the Euroregional Info Sheets, would still prove to be useful to the reader for comparing these specific realities with the ones studied in our sample.

Thus, the final objective of the analysis is to identify general patterns that facilitate the interpretation of a great variety of CBC experiences developed by Euroregions. Ultimately, it is intended to convert such guidelines into future tools for supporting further definition and implementation of new policies for improved CBC activities. The need for analytical classification is therefore essential for sustaining territorial cooperation, insofar as it enables us to deal with key features of complex and dynamic realities pertaining to cross-border territorial governance. Hence, the purpose of the whole process is to explore various questions concerning the CBC and the Euroregional phenomena as well as theorise about their future evolution: What are the chronological and geographical patterns that can be traced in the expansion of Euroregions? Is it possible to predict a further expansion in the foreseeable future? Are there any major concentrations of Euroregions in certain regions or between certain states in Europe? Is there an optimal territorial and demographic scale? What are the main territorial profiles of Euroregions? Is there a relationship between the territorial scale, geographical profile and the cooperation’s objectives? Would it be useful to create supporting instruments for each typology? What are the main institutional and administrative conditions that need to be fulfilled to effectively promote a CBC that best suits citizens in the Euroregion? Is there an optimal number of participating public actors for consolidating an effective cross-border governance system? Under which conditions would a Euroregion most likely employ an EGTC? When is the EGTC useful as a legal tool for establishing efficient cross-border governance? Is there a specific CBC project profile in terms of duration and amount of funding? What specific roles should different actors play in both the governance process and the concrete realisation of activities related to the CBC project?

Answering all these questions about Euroregional features and dynamics is very crucial for any future attempt of developing a theoretical model for explaining the behaviour of Euroregions, in which it specifically highlights all the common traits identified in the grouping as well as the specific characteristics associated to a typology. Indeed, such a Euroregional theoretical model can only prove to be concretely supportive in creating and shaping effective context-related policies.

The analysis proposed here is merely an attempt to focus on all these questions by making use of the limited amount of data provided by the sample. Thus, the main arguments discussed above will be treated in the following specific sections: the historical appearance and spreading of Euroregions and their current geographical distribution on the European map (section 2); the geographical classification of Euroregions in terms of scale (territorial and population dimensions) and territorial profiles (section 3); the analysis of the governance systems based on the legal-institutional frameworks and the levels of densestInterAction among public and private actors (section 4); the activities of Euroregions based on a classification according to the thematic sectors involved (section 5); and a portrait of CBC projects based on their orientation, funding and the leadership of the actors involved in their execution (section 6).

2. Historical evolution and geographical distribution of Euroregions

2.1. Historical evolution. Three main stages

One of the fundamental steps towards understanding the explanatory patterns of Euroregions requires taking a closer look at their evolution through time and space. The data collected helps us to establish a chronological analysis of the increasing number of Euroregions in Europe by comparing the creation date of each individual organisation. By aligning the 61 entities contained in the sample (Graph 1), the continuity in establishing new Euroregional structures since the early 1970s is indeed remarkable. At the same time, such evolutionary processes accounts for distinguishing three main stages of spreading and diffusion of Euroregions.

• 13 Euroregions were created earlier than 1990, whereby the prevalence of such initial cooperative structures was most apparent in the 1970s (the first historical EUREGIO is an exception, as it was created in 1958). Such pioneer cross-border structures are usually developed under a weak institutional and financial framework. This first stage is also in line with the two previously theorised phases in the previous chapter (1950-79 and 1980-90).

• 22 Euroregions were created in the 1990s, reflecting the general trends already established, not only under the Madrid Convention, but also thanks to the new incoming financial subvention provided by the INTERREG programmes.

• 26 Euroregions finally appear in the first decade of the 2000s, a good part of which was inspired by the newly established Territorial Cooperation Objective of the EU, as a consequence of the reform of Cohesion Policy in 2007.

These three main stages are also connected to the four stages of Euroregional expansion (c.f. Chapter 1, Section 1.2)
The chronological distribution widely confirms what had already been theorised by other studies dealing with the proliferation of Euroregions, especially during the 1990s and the first years of the 2000s. As put forth in the previous chapter, important explanatory factors are not only derivable from the European enlargement process, but also from the political, legal and financial support provided mainly by European institutions and additionally by the Member States.

The analysis suggests in broad terms a correlation between the different historical stages described above and the institutional forms adopted by the Euroregions:

- The first Euroregions were basically developed from CBC agreements among local and supralocal entities on both sides of the border involving pairs of European Member States, namely the Netherlands-Germany and France-Germany, etc. They are cooperation experiences involving a high number of public actors (with a total average of 30), generally between local and supralocal entities, and which rarely decided to convert their institutional agreement into an EGTC; in our sample, the only one which followed the trend was the current New Aquitaine-Euskadi-Navarre Euroregion.

- The same pattern seems to apply to the 22 Euroregions created during the 1990s, of which only 3 eventually converted to an EGTC legal formula. However, the second grouping shows a higher institutional density having a total average number of 53 participating public actors. Many of them are both local and supralocal entities, and for the first time they are beginning to jointly develop new urban formulas for envisioning the border area. This is especially the case for the so-called ‘Eurodistricts’, which introduce for the first time the idea of developing urban policies at the Euroregional level.

- Lastly, the final block of Euroregions, i.e. the 26 created in 2000 onwards, accounts for a reduced institutional density, in which the total average goes down to 21 public actors, and the main shift is represented by a growing territorial extension ruled by the new presence of larger administrative levels (regional scale at the level of NUTS2). Such change is visible when comparing the 29 sub-national entities and regional bodies participating in Euroregional structures of this third block with previous numbers (21 in the 1990s and barely 14 in the 1980s). The third stage is also a moment in which the CBC phenomenon seems to attain a new sense of maturity and increasing complexity. This becomes clear when revealing the presence of border territories that host overlapping CBC structures at different scales but in the same geographical context.

2.2. Geographical distribution of Euroregions in the EU

By observing the geographical distribution of Euroregions all over the EU territory, we can acquire a complete bird’s eye view of the sample proposed. In the second part of this research, we discuss six geographical areas intended for classification purposes (cf. Reading Guide of the Catalogue, PART II). But first, in the current analysis at hand, we focus on the perspective of the EU member states. Thus, the following section provides estimations concerning the number of Euroregions per state, an appreciation of the presence of non-EU members and a recount of the number of states per Euroregion.

2.2.1. Total number of Euroregions per state

According to our criteria of selection the sample was created by considering a level of balance in the geographical distribution of cross-border experiences as well as including the European geographical periphery. Furthermore, both the length of each country’s border and their location on the central or peripheral part of the European map also account for the final total of the cases presented. Nevertheless, it is still possible to observe that the CBC experiences developed in the central part of continental Europe effectively show a greater presence in the total recount. This seems to make even more sense when considering the chronological expansion of Euroregions. In this way, Germany and France (perceived jointly with the Benelux countries as the historical pioneers of territorial cooperation from as early as the 1950s) respectively participate in 24 and 19 Euroregional structures (Graph 2), and thus altogether constitute 30.5% of the 141 total state participations in Euroregional activities. After these countries, there is a large gap leading down to the presence of Spain (9 Euroregions), Poland (8), The Netherlands (7), Austria and Sweden (6), Italy and Denmark (5), and Belgium, Czech Republic, Ireland and the United Kingdom (4). The rest of the countries have lower degrees of participation. In our sample, Cyprus and Estonia are not represented in any case.

If observations were to be made using geographical macro-areas, the Northern European states, such as Denmark, Finland and Sweden would jointly account for 13 participations; the main countries constituting the Eastern Enlargement, i.e. Bulgaria, Czech Republic, Hungary, Poland, Romania and Slovakia, would account for 19 participations; the Benelux countries would have 12 participations; finally, the Mediterranean countries, i.e. Spain, Greece, Italy and Portugal, would be ascribed 18 total participations.
2.2.2. Non-Member States and new EU Member States

Since the Euroregional phenomenon was originally created as a cooperation instrument for European integration, the majority of experiences in the sample occur along the internal EU borders, whereby the total Member States participating in Euroregional experiences make up for 126 of the 141 entities recorded. Nevertheless, the presence of central states that do not belong to the EU must also be noted: Up to 12 of the 61 Euroregions of the sample include non-Member States with 15 state participations. A good part of this subtotal is represented by Switzerland (6), followed by Norway (2) and other countries mostly from the East and the Balkans, i.e. Albania, Belarus, Bosnia Herzegovina, Liechtenstein, Montenegro, Russia and Ukraine, with only 1 participation.

Also an interesting aspect in the sample is the strong presence of 13 ‘new’ Member States which only later became part of the EU since the 2004 Enlargement, and whose territories actively demonstrated a renewed interest in territorial cooperation; these ‘new’ Member States are Bulgaria, Czech Republic, Croatia, Cyprus, Estonia, Hungary, Leetonia, Lithuania, Malta, Poland, Romania, Slovakia and Slovenia. Altogether, there are 15 Euroregions that include some of these new Member States, whereby six are formed by old and ‘new’ members, five exclusively by ‘new’ members, two by old, ‘new’ and non-Member States, and finally, two consist of ‘new’ and non-Member States.

On the other hand, eight Euroregions comprise of Member States before the 2004 Eastern Enlargement and non-Member States, i.e. Switzerland, Norway and Liechtenstein. Therefore, the data also indicate the importance of Euroregions as instruments of European external action and foreign policy and as a further aiding tool for the frequent enlargement processes that occurred in the past decades.
Finally, it is interesting to note that there is no direct correlation between the number of countries involved and the number of public actors involved in the cross-border governance system of the Euroregions. This means that increased number of borders, i.e. two or more, does not necessarily imply an increased number of public actors involved in CBC. This is probably due to Euroregions comprising three or more nation states that are usually led by a limited number of subnational entities of larger size. Under these circumstances, there is clearly a reduced presence of local entities.

3. The geographical characterisation of Euroregions. A typology

The diversity observed among different Euroregions apparently stems from the heterogeneity of their geographical features. This seems to be true in terms of size (territorial extension and number of inhabitants) as in the predominant territorial profiles that define them (mountainous or coastal areas, rural or urban, presence of dominant rivers or lakes, etc.); larger Euroregions may even account for multiple combined realities. This also explains why a Euroregion could either reflect a political agreement on a few sectorial policies among small local entities sharing a rural territory (i.e. Pyrenees-Cerdanya) or a formal governance structure led by the responsible local and supralocal administrations in a densely populated urban agglomeration (i.e. Lille-Kortrijk-Tournai Eurometropolis, Freiburg Region - Centre and South Alsace Eurodistrict). At the same time, it is quite possible to find Euroregions barely hosting 100 000 inhabitants, or others accounting for several million citizens in some of the main European cities. Naturally, such territorial traits tend to shape the typology of cross-border governance accordingly in terms of the administrative units and the specific competences as well as the cooperation activities to be developed. For this purpose, the identification of general profiles can be particularly useful, among other means of acknowledging similar behavioural patterns in terms of governance, such as in concrete cross-border actions. Furthermore, such process can concretely help a Euroregion identify other Euroregional structures with similar geographical features, and thus allow a sharing of experiences that can be instrumental in increasing their own potential.

3.1 Euroregional sizes: Population and surface area

Although it is possible to observe a certain connection between the parameters of territory, population density and the geographical character of cross-border areas, the relationship is however not a linear one. Indeed, there are cases of densely populated Euroregions in a relatively small area around a border and others that deal with more complex territories hosting several urban agglomerations with a relevant population density. Nevertheless, it is still possible to identify some general patterns concerning population and surface. Firstly, Graph 4 shows some dominant patterns observed from the Euroregional sample. The majority of Euroregions observed is situated in a grouping combining a surface gap between 5 000 km$^2$ and 40 000 km$^2$ and a population gap located between 150 000 and 5 million inhabitants. On the other hand, when observing both the maximum and minimum extremes of the graph, it is also possible to find very different realities. The Korkeakosken-Herzogenrath ‘Eurode’ is the recorded Euroregion covering the smallest territory (55 km$^2$). But due to its level of urbanisation, it hosts around 100 000 inhabitants. On the other hand, the Pyrenees-Cerdanya, being a mountainous cross-border local area, hosts the smallest population distributed over 988 km$^2$. On the opposite side, The County of Lakes Euroregion accounts for the biggest territorial extension (ca. 359 000 km$^2$), but its population is less than 1 million inhabitants. In contrast, the Adriatic-Ionian Euroregion hosts a massive population of 22 million inhabitants over a surface area of 229 000 km$^2$; however this represents quite an exceptional case in the sample, as it exhibits features that rather resemble those of a transnational cooperation area. In this sense, Graph 4 is capable of clearly showing the disparities in population densities, which are expressed as deviations from the average grouping.

According to the population and the territorial dimension, it is possible to establish a first-level typology (Table 8) which groups Euroregions under 4 main categories. The main population groups are then divided into 11 subgroups based on their urban, rural or mountainous features, whereby such features can partially affect population densities. Thus, the first category is composed of Euroregions having less than 150 000 inhabitants and a surface area of 10 000 km$^2$, split across three subgroups with very contrasting realities (from medium/small urban areas to mountainous areas administered at supralocal level); the second category (between 150 000 and 1 million inhabitants, showing a wide disparity in surface areas) enlists a variety of cases ranging from medium urban agglomerations to large and scarcely populated rural areas, also including a few mixed realities; the third category consists of Euroregions hosting between 1 and 5 million inhabitants also spread around very different surface areas, which are divided into subgroups ranging from metropolitan features to mixed territories with a stronger rural character; finally, the fourth category includes Euroregions with populations over 5 million inhabitants and surface areas greater than 5 000 km$^2$, where the presence of metropolitan agglomerations, either cross-border or not, is highly significant.
3.2. Territorial Profiles of Euroregions

A deeper analysis of the territorial profiles of Euroregions (Table 9) also facilitates a complementary categorisation of the previously developed one. Considering that most Euroregions exhibit different territorial features, with this analysis, we sought to identify the most relevant profiles for each individual case, and applied a further methodological step that has been advanced with the aim to determine a dominant geographical profile.

Among the six established categories, the largest presence in the sample is given by two generally broad categories included under rural spaces (43 cases, 15 of which exhibit a dominant profile) and the urban/metropolitan spaces (41 cases, 27 exhibiting a dominant urban profile). In contrast, the other three profiles underline the presence of realities with more specific features, both in terms of potentialities and challenges, i.e. mountain (12/7); fluvial/lake (22 cases, yet none of which is entirely dedicated to this geographical profile4) and maritime/coastal/island (11/2). One final category was created for extremely heterogeneous spaces, which represents a circumstance resulting from a much wider surface extension (10 cases).

Therefore, the proposed typology can effectively show a bird’s eye view of the territorial diversity of Euroregions. This can be highly useful for comparative studies as well as the exchange of practices and cooperation among related cross-border territories with specific needs derived from their territorial background. Most importantly, the categorisation can also influence the production of supporting strategies coming from both state and European institutions.

Table 8 – Typology of Euroregions according to population, surface area and territorial profile

<table>
<thead>
<tr>
<th>Typology</th>
<th>Examples (population density in brackets: inhabitants per km²)</th>
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<tr>
<td>1.1 Urban</td>
<td>Alzette-Belval (638)</td>
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<td>Area: &lt; 150 km²</td>
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</tr>
<tr>
<td>Density: &gt; 500 inh./km²</td>
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</tr>
<tr>
<td>Description: Small-sized and predominantly urban Euroregions.</td>
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</tr>
<tr>
<td>1.2 Mixed</td>
<td>Chaves-Verín Eurocity (81)</td>
</tr>
<tr>
<td>Area: &lt; 1.000 km²</td>
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</tr>
<tr>
<td>Density: 50 – 300 inh./km²</td>
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<tr>
<td>Description: Small Urban concentrations within a rural environment with different population density.</td>
<td></td>
</tr>
<tr>
<td>2. Urban</td>
<td>Bayonne-S. Sebastian Basque Eurocity (1.015)</td>
</tr>
<tr>
<td>Area: 500 – 5.000 km²</td>
<td></td>
</tr>
<tr>
<td>Density: &gt; 300 inh./km²</td>
<td></td>
</tr>
<tr>
<td>Description: Medium urban agglomerations.</td>
<td></td>
</tr>
<tr>
<td>2.1 Urban</td>
<td>Basel Triplex Confinium (124)</td>
</tr>
<tr>
<td>Area: 1.000 – 40.000 km²</td>
<td></td>
</tr>
<tr>
<td>Density: 49 – 300 inh./km²</td>
<td></td>
</tr>
<tr>
<td>Description: Medium-sized territories also presenting medium-sized cities which are separated by rural or scarcely populated areas.</td>
<td></td>
</tr>
<tr>
<td>2.2 Mixed</td>
<td>Banat Triplex Confinium (124)</td>
</tr>
<tr>
<td>Area: &gt; 40.000 km²</td>
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</tr>
<tr>
<td>Density: &lt; 50 inh./km²</td>
<td></td>
</tr>
<tr>
<td>Description: Large territories with a major rural and scarcely populated character</td>
<td></td>
</tr>
<tr>
<td>2.3 Rural</td>
<td>Botniian Arc (13)</td>
</tr>
<tr>
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</tr>
<tr>
<td>Density: 50 km² inh./km²</td>
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</tr>
<tr>
<td>Description: Medium-sized territories also presenting medium-sized cities which are separated by rural or scarcely populated areas.</td>
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<tr>
<td>3. Urban (metropolitan)</td>
<td>Lille-Kortrijk-Tournai Eurometropolis (592)</td>
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<td>Area: 1.000 – 40.000 km²</td>
<td></td>
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<tr>
<td>Density: &gt; 300 inh./km²</td>
<td></td>
</tr>
<tr>
<td>Description: Large territories with a major rural and scarcely populated character</td>
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</table>

4. Quite often, Euroregions initiate their CBC activities by building a cross-border region along a shared lake or river. However, in reality, their activities would go beyond simple water management policies. Also outside of the Euroregional sample used for this study, one of the TB Parks identified in the Catalogue indeed focuses all its CBC activities on the management of a trinational lake area (See Prespa Transnational Park).
### Euroregions between 1 and 5 million inhabitants (continuation)

#### 3.2 Mixed (urban)
- **Area:** 1,000 – 40,000 km²
- **Density:** 50 – 300 inhab./km²
- **Description:** Middle-sized territories with a significant presence of urban areas, although separated by rural or scarcely populated areas.

**Examples**
- Carpathian Euroregion (107)
- CAWT Region (99)
- Dunkirk-Flanders-Côte d’Oise-W. Flanders (286)
- Ems Dollart Region (139)
- EUREGIO (Gronau Euroregion) (259)
- Euroregion Egremis (118)
- Europaregion (Tyrol-South Tyrol-Trentino) (68)
- Fischland-Darß-Zingst Committee (119)
- Fischland-Darß-Zingst Region (251)
- Glacensis Euroregion (204)
- Rhine-Meuse-North Euregio (286)
- Rhine-Meuse-North Euregio (286)
- Regio PAMINA Eurodistrict (62)
- Tatra Euroregion (109)

#### 3.3 Mixed (predominantly rural)
- **Area:** > 40,000 km²
- **Density:** < 50 inhab./km²
- **Description:** Very large territories with some important cities amongst a dominant rural and scarcely populated environment.

**Examples**
- Pourtalet Space (35)

#### 4. Euroregions with more than 5.000.000 inhabitants

##### 4.1 Mixed (urban-metropolitan)
- **Area:** 5,000 – 40,000 km²
- **Density:** 50 – 300 inhab./km²
- **Description:** Medium-sized territories with either metropolitan areas or medium-sized cities, yet separated by rural or scarcely populated areas.

**Examples**
- Baltic Euroregion (63)
- Galicia-Northern Portugal Euroregion (130)
- Ionian Adriatic Euroregion (96)
- Nouvelle Aquitaine-Euskadi-Navarre (85)
- Pyrenées-Méditerranée Euroregion (129)

##### 4.2 Mixed (urban and significant metropolitan areas)
- **Area:** > 40,000 km²
- **Density:** 50 – 300 inhab./km²
- **Description:** Very large territories possessing metropolitan areas and medium-sized cities yet separated by wide rural or scarcely populated areas.

**Examples**
- Adriatic-Ionian Euroregion
- Azotte-Belval
- New Aquitaine-Euskadi-Navarre Euroregion
- Baltic Euroregion
- Barat Triplex Confinium
- Bilbao-Donostia Cross-Border Consortium
- Bothmer Arc
- Carpathian Euroregion
- Leman Council
- Country of Lakes Euroregion
- Douro-Osuro
- East Border Region Ltd.
- Euregio Egremis
- Ems Dollart Region (EDR)
- MontBlanc Space
- Pourtalet Space

### Table 9 – Territorial profiles of Euroregions from the sample

<table>
<thead>
<tr>
<th>Euroregions</th>
<th>Urban; Metropolitan</th>
<th>Rural</th>
<th>Mountain</th>
<th>Fluvial; Lake</th>
<th>Maritime; Coastal; Island</th>
<th>Heterogeneity</th>
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<td>X</td>
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<td>Bilbao-Donostia Cross-Border Consortium</td>
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<tr>
<td>Bothmer Arc</td>
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<td>Ems Dollart Region (EDR)</td>
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<tr>
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<td>Lille-Kortrijk-Tournai Eurometropolis</td>
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<tr>
<td>Frankfurt (Oder) &amp; Szczecin Cooperative Center</td>
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<td></td>
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<td>Rhine-Meuse-North Euregio</td>
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Source: compiled by the authors

<table>
<thead>
<tr>
<th>Euroregions (continuation)</th>
<th>Urban; Metropolitan</th>
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<th>Fluvial; Lake</th>
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<tr>
<td><strong>TOTAL</strong></td>
<td>41 (✔:27)</td>
<td>43 (✔:15)</td>
<td>12 (✔:7)</td>
<td>22 (✔:10)</td>
<td>11 (✔:2)</td>
<td>10</td>
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</tbody>
</table>

4. Euroregions as engines for cross-border governance. Participating actors and legal instruments for CBC

A Euroregion can be considered a process of institutional consolidation, in which - after the initial political sparkle expressed by public actors - it is possible to trigger complex policies, such as the definition of common cross-border objectives, which are to be realised by means of mobilising human, economic and institutional resources already present in the territory. This is a concept that focuses on the mechanism of cross-border governance, which, in this case, is understood as a network of actors, who are willing to develop collective actions with beneficial impacts for participants of both sides despite the challenges of border separation. From a theoretical perspective, the whole process refers to a network whose dynamics look similar to the multilevel governance principles that the EU espouses. Altogether, this means that cross-border governance benefits from a set of common horizontal, participative, consensual and generally low-level hierarchical practices between public and private actors, and whose degree of involvement is usually negligible.

Therefore, all the above arguments show the vital role played by Euroregions in constructing an effective cross-border governance system. In their establishment, Euroregional structures represent (more or less) formalised fora for negotiating the preferences of the territorial actors involved. Aside from the principle that effective cross-border governance systems are not always based on the constitution of new administrative structures, Euroregions can still define a stable space that guarantees coordination among public and private actors across the border. Naturally, the real success or failure of such institutional consolidation processes will depend on several factors, among which, the typology and the number of territorial entities (hence, the institutional density) involved in the CBC processes are essential parameters.

Furthermore, the typology of territorial entities, coupled with their geographical scale, enables us to observe the close relations of administrative and territorial units towards its citizens, as well as the legal competences that national legal systems confer to each of them. This idea is crucial to understanding possible asymmetries occurring on both sides of the border. Furthermore, it guarantees the viability of cooperation between public territorial administrations belonging to different legal and institutional systems.

As already mentioned, it is easy to observe how Euroregions possess different degrees of institutional density, which means that the number of territorial units of government involved in the cross-border agreement can vary greatly according to each individual case. The main operational hypothesis proposed here suggests that by increasing the number of involved actors, the difficulties and obstacles affecting the cooperation (for instance, coordination costs) will also increase accordingly. Two factors may help us explain such an assumption. As a first consequence possibly resulting from the different administrative traditions of the involved states, it is likely foreseeable that a larger number of public actors and a wider gap among the given competences will be associated with higher coordination costs for shared initiatives. Secondly, as it is most applicable to the context of different self-governing units, each administration will be subject to different electoral cycles and specific backgrounds marked by individual political cultures. All the previous factors may therefore contribute to an escalation of coordination costs fuelled by possible changes in the political majorities of self-governing units on both sides of the border. Furthermore, cross-border issues are indeed sensitive to shifts in political colour, especially considering that they fall under a precise political will for sub-
4.1. Euroregional actors

4.1.1. Public actors

The general analysis of participating actors is based on an observation of the involved public authorities (by far the most predominant presence), the multilevel character of Euroregions as well as an outlook for the role played by private actors in the Euroregional structures of the sample. As already suggested in the academic literature, the leading authorities of Euroregions and European CBCs altogether are considered to be public actors, who are either provincial, regional or sub-state entities (Graph 5). They essentially come from the traditional levels of government, which are present in the administrative geography of EU Member States: local, supralocal and sub-state actors. The data from the Euroregional sample largely accounts for the previous conclusions considering that:

- local entities seem to dominate Euroregional CBC, being present (although normally in combination with other territorial levels) in 44 of 61 Euroregions;
- supralocal entities are also relevant with a total of 41 cases; and
- a smaller role is usually played by sub-state entities of larger sizes, which are only present in a Euroregional structure in 24 of 61 cases.

A further sign of the relevance of public authorities can be perceived in the participation of other organisations or public institutions connected to their direct action. In over 50% of the sample, the analysed cases also rely on the participation of public entities, which are clearly not part of the territorial government. We refer to associations that represent municipal interests (i.e. Ems-Dollart Region; Sønderjylland-Schleswig Euroregion), local or regional development agencies (i.e. Galicia-North Portugal Euroregion; Regio Pamina) and, to a lesser degree, some universities and public enterprises or sectorial agencies, such as health-related ones.

4.1.2. Multilevel character of Euroregions

Another interesting result comes from the realisation that 45 of 61 Euroregions in the sample have a multilevel character, which means that they reflect cooperation agreements, wherein participation in each case is given by actors at different territorial level. The result is quite positive because it shows the presence of complex models of governance in Euroregional structures. This generally means that in the presence of different political and administrative units, it is possible to guarantee a complementary role of competencies that affect each other in the pursuit of common cross-border action. For example, in the case of constructing a cross-border urban area aiming for strategic territorial planning, such a scenario would be convenient for involving as much local councils as provincial and regional administrations sharing the territory.

Furthermore, among the multilevel experiences, there are nine cases (Table 10, section a) that are 'entirely multilevel' due to their organisational structure including the three main administrative units (local, supralocal and sub-state). Five more cases achieve one further level by also adding the presence of central state authorities, hence reaching four levels of governance involved (Table 10, section b). However, it should be noted in this case that the presence of state actors in Euroregions is, as one may expect, a limited phenomenon, and national actors are always inserted into a complex governance framework in which they are merely one more player, and not the leader of cross-border governance. In any case, their extraordinary presence can also be justified according to each individual case. In some Euroregions, they are formal actors of EGTCs or other formulas of cooperation (LGTC or Public Law Agreements) responsible for supervising cross-border urban agglomeration projects (such as Alzette-Belval EGTC, Lille-Kortrijk-Tournai Eurometropolis, FinEst Link (Helsinki-Tallinn), Grand Ganeva,或其他organisation...
Apart from multilevel Euroregions, a certain number of cross-border experiences exist among equivalent levels of government (exclusively between local entities or between supralocal and supralocal, etc.; cf. Table 10, section c). However, except in the case of local CBC experiences, it can be assumed that this could otherwise be a less employed model for cooperation. Only 14 of the total selected Euroregions are entirely made up of local entities, but the variety of cases can present very different backgrounds. To cite some meaningful examples, the same sub-group hosts entities such as the Chaves-Verín Eurocity (with 56,000 inhabitants and a surface area of slightly more than 600 km²) or the older Rhine-Waal Euregio (4.3 million inhabitants and a total area of 9,000 km²). In the case of Euroregions exclusively based on supralocal entities, these comprise a reduced number of experiences with a long tradition of cooperation (three out of four cases were created between the late 1970s and throughout the 1980s). Furthermore, in all the cases, it is possible to observe the presence of large populations, such as in the case of the Meuse-Rhine Euroregion (3.9 million inhabitants) and the Leman Council (2.9 million). Be that as it may, the probabilities for success of all models (mono-level vs. multilevel) depend a great deal on the specific targets of the CBC agreement.

4.1.3. Private actors

The participation of private actors in Euroregional activities is also worth noting here. In reality, the development of necessary institutional capacities for a CBC with a stronger impact on citizens should count with a stronger participation of private actors in cross-border initiatives. However, the Euroregional sample confirms a large tradition regarding the scarce presence of such actors in CBC dynamics. In most of the cases analysed, the Euroregional governance is dominated by a strong, and sometimes even exclusive leadership of public actors, who are also the main promoters of cross-border interventions. Barely 10 out of 61 cases (Table 10, section d) record the presence of private entities that are almost always represented by chambers of commerce or other agencies for business promotion and local development. The direct involvement of economic agents, such as enterprises, is still scarce and usually limited to the construction of physical infrastructure having an impact on both sides of the border.

4.2. Institutional density and complexity of Euroregions

4.2.1 Institutional Density

In the institutional analysis, an observation of the density (i.e. the number of actors per Euroregion) and the complexity (i.e. the levels of territorial actors overlapping in the administration of the same territory) leads to a clearer framework of the Euroregional structures employed by the participating actors. When observing the institutional density, the sample presents four groupings of Euroregions listed according to the number of actors involved (Graph 6). In the first grouping, 10 Euroregions only rely on two public actors from both sides of the border. In contrast, the second grouping is composed of Euroregions with the presence of private actors.
Once the total number of 10 participating entities is exceeded and therefore enters the third grouping, the diversification increases significantly by including a much higher total number of actors, in which a general predominance of local and supra-local entities in CBC dynamics is apparent. In contrast, the last grouping classifies those Euroregions with a strong presence of local entities often represented by communities or municipal associations and whose total number of actors exceeds the 100 participating self-government units, as evident in the following 10 cases: Duero-Douro, EUREGIO (Gronau Euroregion), Glacensis Euroregion, Inn-Salzach Euregio, Pomerania Euroregion, Praded Euroregion, Salzburg - Berchtesgadener Land - Traunstein Euregio, Strasbourg-Ortenau Eurodistrict, Tatry Euroregion, Via Salina Euregio.

4.2.2. Institutional Complexity

The following table proposed below (Table 11) jointly exposes the two dimensions previously analysed, i.e. the institutional density and territorial scale of the administrative units. Both dimensions are indeed required to measure the institutional complexity of a Euroregion. The general correlation tells us that for a major number of actors (and specifically a greater diversity among them), a corresponding institutional complexity in the CBC agreement is involved. Thus, a major complexity can lead to a series of different consequences. To better explain the matter, a larger number of members can effectively make the general coordination more difficult, while a wider diversity could probably lead to increased asymmetries in the respective competences of each actor involved.

In conclusion, the great variability of combinations among participating actors does not reveal consistent statistic correlations between the two factors. Nevertheless, it is possible to claim the presence of a certain tendency showing a decrea-

### Table 11 – Institutional complexity of Euroregions

<table>
<thead>
<tr>
<th>Level of Self-Government (predominant)</th>
<th>Institutional Density (Number of Self-Governing Units)</th>
<th>Very low (2 actors)</th>
<th>Low (Between 3 and 10)</th>
<th>High (Between 11 y 30)</th>
<th>Very high (more than 30 actors)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-state (or regional)</td>
<td>Galicia–Northern Portugal Euroregion</td>
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<td></td>
<td>Pyrenees–Mediterranean Euroregion</td>
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<td></td>
<td>New Aquitaine–Euskadi–Navarre Euroregion</td>
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<td></td>
<td>International Lake Constance Conference (IX)</td>
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<tr>
<td></td>
<td>Baltic Euroregion</td>
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<td></td>
<td>Adriatic–Ionian Euroregion</td>
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<tr>
<td>Supra-local (provincial or intermediate)</td>
<td>Ruse-Giurgiu Danube Euroregion</td>
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<td></td>
<td>East Border Region Ltd</td>
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<td></td>
<td>Euroregion Igmoc</td>
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<td></td>
<td>Tyrol–South Tyrol–Trentino Euroregion</td>
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<td></td>
<td>Regio PIWMA Eurodistrict</td>
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<tr>
<td></td>
<td>Tri-national Metropolitan Region of the Upper Rhine</td>
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<td></td>
<td>Azette-Belval</td>
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<tr>
<td>Local</td>
<td>Kortenhoef-Herzebroek–Ellebroek Euroregions</td>
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<tr>
<td></td>
<td>Freiburg Region and South Hesse Eurodistrict</td>
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<td></td>
<td>Rhine-Meuse-North Euregio</td>
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<td></td>
<td>Duro-Douro</td>
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<td></td>
<td>Fint&amp; Link Helsinki-Tallinn</td>
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<tr>
<td></td>
<td>High Central Border Area Network (CBAN)</td>
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<td></td>
<td>Kwerken Council</td>
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<td></td>
<td>Inn-Salzach-Euregio</td>
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<td></td>
<td>Tjansen-Verin Eurocity</td>
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<td></td>
<td>Scheldemond Euregio</td>
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<td></td>
<td>Country of Lakes Euregio</td>
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<td></td>
<td>Praded Euroregion</td>
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<td></td>
<td>North-West Region Cross Border Group</td>
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<td></td>
<td>Banat Triplex Confinium</td>
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</tbody>
</table>

Source: compiled by the authors

4.3. Legal frameworks of Euroregions

4.3.1. Variety of legal instruments for Euroregional administration

The process of observing the legal instruments adopted by Euroregions in the analysis is firstly defined by the quantitative calculation of the number of organisations adopting different legal formulas. As described in the first chapter of this Catalogue, Euroregions generally rely on a variety of legal models for their institutionalisation (Chapter 1, Section 1.2). A possible classification can comprise of four categories of legal instruments:
Public Law Agreements: contractual commitments by the territorial authorities to develop joint CBC initiatives. Flexible and informal cooperation structures without any legal personality. The levels of institutionalisation usually depend on the bilateral cooperation treaties signed by respective Member States.

EGTCs: Established by the European Commission in 2006, the European Grouping of Territorial Cooperation is a permanent and autonomous cooperation structure with legal personality and subject to public/private law according to the national jurisdiction governing the place where the headquarters are located. Naturally, the analysis only deals with EGTCs employed in the sample selected due to their CBC nature.

NGOs: private law associations acting as simplified structures with a legal personality but only governed by the private law applicable to the place where the headquarters (or registered office) of the organisation are located.

Other: the final grouping incorporates other modalities such as the European Economic Interest Grouping (EEIG), the Local Grouping of Territorial Cooperation (LGTC) and other formulas employed in lesser measure by Euroregions in the sample.

According to the classification, the analysis shows the distribution among the different legal modalities in the graph, highlighting the co-existence of various solutions among the Euroregions from the sample (Graph 7).

When calculating the total numbers, Public Law Agreements represent most of the cases with 29 Euroregions over 61. They are then followed by EGTCs (17), NGOs (11) and Other formulas (4). A comprehensive list of all Euroregions classified according to their specific formula can be found in the table below (Table 12).

<table>
<thead>
<tr>
<th>Table 12 – Listing of selected Euroregions according to their legal framework</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A) Public Law Agreements (29 Euroregions)</strong></td>
</tr>
<tr>
<td>Baltic Euroregion</td>
</tr>
<tr>
<td>Basel Trinational District</td>
</tr>
<tr>
<td>Bidassoa-Tingudi Cross-Border Consortium</td>
</tr>
<tr>
<td>Carpathian Euroregion</td>
</tr>
<tr>
<td>CATT Region (Co-Operation and Working Together)</td>
</tr>
<tr>
<td>Country of Lakes Euroregion</td>
</tr>
<tr>
<td>East Border Region</td>
</tr>
<tr>
<td>EMS Deltart Region</td>
</tr>
<tr>
<td>EUREGIO (Grenou Euroregion)</td>
</tr>
<tr>
<td>Feldhambach Committee</td>
</tr>
<tr>
<td>Frankfurt (Oder) &amp; Slubice Cooperative Center</td>
</tr>
<tr>
<td>Freiburg Region and South Alsace Eurometropolis</td>
</tr>
<tr>
<td>Greater Copenhagen &amp; Skåne Committee</td>
</tr>
<tr>
<td>International Lake Constance Conference (ILC)</td>
</tr>
<tr>
<td>Irish Central Border Area Network (ICBAN)</td>
</tr>
<tr>
<td><strong>B) EGTCs (17 Euroregions)</strong></td>
</tr>
<tr>
<td>Alzette-Belval</td>
</tr>
<tr>
<td>Banat Triplex Confinium</td>
</tr>
<tr>
<td>Chaves-Verin Eurocity</td>
</tr>
<tr>
<td>Duero-Osuna</td>
</tr>
<tr>
<td>Dunkirk - Flandre-Côte d'Opale region and West Flanders</td>
</tr>
<tr>
<td>EUROMREGION (Tyrol-South Tyrol-Trentino Euroregion)</td>
</tr>
<tr>
<td>Galicia-Northern Portugal Euroregion</td>
</tr>
<tr>
<td>Gorizia-Nova Gorica</td>
</tr>
<tr>
<td>Lille-Kortrijk-Tournai Eurometropolis</td>
</tr>
<tr>
<td><strong>C) NGOs (11 Euroregions)</strong></td>
</tr>
<tr>
<td>Adriatic-Ionian Euroregion</td>
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<tr>
<td>Belthian Arc</td>
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<tr>
<td>Egnenov Euroregion</td>
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<tr>
<td>Glacensis Euroregion</td>
</tr>
<tr>
<td>Inn-Salzach-Euregio</td>
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<tr>
<td>Inntal Euregio</td>
</tr>
<tr>
<td><strong>D) Other (EEIG, LGTC, etc.) (4 Euroregions)</strong></td>
</tr>
<tr>
<td>Bayonne-San Sebastian Basque Eurocity</td>
</tr>
<tr>
<td>FinnEx Link (Helsinks-Tallinn)</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

5. The official list of the Committee of the Regions includes other EGTCs also employed in transnational and interregional forms of cooperation. However, all of these were not considered while developing the Catalogue.

6. It is worth noting that while the analysis groups all minor realities under the ‘Other’ category for the sake of simplification in calculating statistics, the Euroregional Info Sheets in the second part of the research will explain in detail each formula selected by the respective Euroregions in the sample.
4.3.2. Trends regarding the European Groupings of Territorial Cooperation (EGTCs)

Figures from our database do not allow inferring the key-reasons why a Euroregion selects a specific legal formula. Nevertheless, it is possible to observe that most of the Public Law Agreements in the sample were all established before 2006, which is when the EGTC was created as an EU instrument. This clearly means that before EGTCs were established, the main formulas available for CBC came in the form of associations governed by private law (NGOs) and different models of Public Law Agreements. NGOs seem to have been the initial trend for creating Euroregions, probably due to their facility in the establishment process and the straightforwardness associated with their administrative dynamics. However, the trend changed firstly in the 1990s, such that the most frequent formula came in the form of the Public Law Agreement, and then again from 2007 onwards through the creation and consolidation of EGTCs. Thus, the data below (Graph 8) seems to prove that recently established Euroregions tend to prefer EGTCs as their chosen legal formula. Of the 15 Euroregions identified as being created after 2007, 10 chose to apply for an EGTC status. Nevertheless, it should be noted that the availability of the EGTC formula does not appear as a concrete solution for Euroregions with a longer trajectory. This is especially true when considering that, of the 13 Euroregions created before the 1990s, only 1 (New Aquitaine-Euskadi-Navarre Euroregion) decided to adopt the EGTC legal instrument. This can be seen below (Graph 8) by understanding EGTCs signalled in the graph before 2007 as being Euroregions with other institutional formulas that later converted their structure into this legal modality. Nevertheless, it is still possible to claim that since their creation, EGTCs have been of primary interest for most of the Euroregions consolidating in more recent times. Of course, such consideration must be put into perspective when considering the specific circumstances and the will of the actors involved in selecting this juridical formula. Regardless, the data confirms that only five among the Euroregions from the sample which were created after 2007 decided not to adopt an EGTC: Basel Trinational Eurodistrict (2007), Frankfurt-Slubice Cooperation Centre (2011), Trinational Metropolitan Region Upper Rhine Valley (2008), Fehmarnbelt Committee (2009) and FinEst Link (Helsinki-Tallinn) (2015).

Among other explanatory variables, the preferences expressed by nation-states in cross-border governance matters are also a crucial factor worth mentioning. EGTCs have been proliferating along many kilometres of borders separating Belgium, France and Germany. On the contrary, countries belonging to Northern Europe seem to have embraced the new juridical tool in varying degrees. The EGTCs in the sample would tend to indicate a certain recurrence in partnerships including French departments and regions, German districts and Belgian or Dutch provinces. At the same time, thanks to the treaty guidelines established between France and Spain as well as Spain and Portugal, EGTCs have been growing notably over the last few years in the Iberian Peninsula. Lastly, it is interesting to point out that three EGTCs included in the sample originated in border areas of Member States entering the EU during the 2004 Eastern Enlargement: Banat Triplex Confinium (Hungary-Romania), Gorizia-Nova Gorica (Italy-Slovenia), Tatry Euroregion (Poland-Slovakia).

5. The objectives of Euroregional cooperation. Sectors of activity

5.1. Main sectors of the cooperation

When considering institutional complexity, there does not seem to be a direct correlation between the chosen legal formula and the number and typology of territorial entities involved in the cooperation agreement. Initially, a preliminary hypothesis may consider that the presence of many actors could provide incentives for formalising cooperation through legal instruments with a stronger institutionalising effect (EGTCs or advanced formulas of Public Consortia). Regardless, among the grouping of Euroregions with the highest number of participating actors (i.e. more than 50), it is possible to observe not only the presence of EGTCs, but also Public Law Agreements and even NGOs. On a further note, no relation was also found between EGTCs and the territorial scale of cooperation. Both small-scale cross-border experiences (between 25 000 and 70 000 inhabitants) and much larger border regions having millions of inhabitants (i.e. the New Aquitaine-Euskadi-Navarre Euroregion and its 6 million citizens) can be seen as employing the EGTC instrument. Indeed, all previous arguments reject the hypothesis that institutional complexity could have an impact on the legal formula employed by Euroregions.
obstacles coming from mountainous areas or coastal territories separated by a sea strait. However, in other situations, borders can be softer and present purely legal and administrative difficulties: this is often the case of urban cross-border areas that are usually densely populated and where workers, goods and services flow constantly across the frontier. Also historical factors are crucial elements in the cooperation. When looking at the origins of European CBC, for example, it is easy to see that behind the objectives of the first Euroregions a will to reconcile and heal the scars of war that had ravaged the European continent. Cooperation also played a similar unifying role during the enlargement processes towards the East and the Balkans, while at the same time the creation of a common market was instrumental in processing and fighting against border effects within the whole union. When considering all the previous arguments, it is therefore easier to observe how CBC can be shaped by a large variety of objectives that are generally grouped around wider sectorial fields.

Graph 9 – Sectorial fields in CBC practices of selected Euroregions

Graph 9 shows a recount of the number of policy fields that Euroregions officially consider as their declared aims. From the data, it is possible to observe that there is a first core of policy issues common to most Euroregions consisting of five policy areas: local economic development, transport and accessibility, environment, culture and education. Practical reasons may help explain such preferences. Firstly, despite important variations in competences according to each state, there are sectorial areas, in which territorial entities still possess some degree of autonomy, i.e. economic development or educational and cultural policies on a local or regional scale. Secondly, the cross-border nature of the difficulties dependent on the competences entrusted to territorial authorities. These issues are also actively pursued by Euroregions, but in these areas, the scope of cooperation is even more dependent on the competences entrusted to territorial authorities by each national juridical system. Actually, these policy areas often correspond to fields in which there can be a higher number of obstacles resulting from asymmetries between cooperation actors across the border. To cite an important example, health regulations very often gravitate towards national systems where local entities can benefit from small autonomy. Therefore, a reduced presence of this type of agreement should not be surprising. Similarly, territorial managing and strategic planning tend to be competences entrusted to different actors according to the different administrative cultures in Europe. Central and Northern Europe almost always rely on supra-local entities but in other countries like Spain, Italy and France, such competences are rather entrusted to sub-state entities, i.e. regions or autonomous communities. Hence, the fundamental relevance of multilevel agreements including actors from different administrative levels is clearly shown in the pursuit of these strategic policies on a cross-border scale.

The conditions cited above can therefore justify the lack of the second group in the hard core of Euroregional policy issues. However, it is also important to consider that broader action in these fields could grant Euroregional structures further legitimacy as well as providing added value to more innovative solutions than those offered by a traditional state-centric model. Several cross-border experiences can corroborate the statement, as in the case of the Strasbourg-Ortenau Eurodistrict and its CBC project for creating a ‘Cross-Border Medical Cabinet for the Treatment of Addiction’. In the context of this initiative, a joint medical institution was created for drug addiction treatments for both French and German citizens on the Euroregional territory. Clearly, the project represented a clear example of social innovation promoted by public administrations on both sides of the border.

5.2. Total number of sectorial fields per Euroregion

It is hard to establish a priori an optimal or minimal number of fields that a CBC agreement should incorporate. However, it is certain that beyond any reasonable criteria of efficacy, in which public administrations indeed have limited resources but multiple objectives, a smart approach should be based on the typology of actors and the legal territorial competences entrusted to those involved in the cross-border agreement. This also means that sectorial fields should be chosen according to an adequate territorial scale. Considering the multiple cases of existing multilevel Euroregions, it is also normal to expect that these could rather address more than one field at the same time. Eventually, the will to realise different economies of scale and a more integrated vision of the interventions support the argument in favour of multiple sectorial areas co-existing in the same CBC agreement.
As shown in the graph, a Euroregion usually deals with an average of four sectorial areas for their projects, although a closer examination reveals a variety of situations, in which almost 80% of selected Euroregions focus on three to six sectorial objectives while up to ten Euroregions reach the higher total of seven or more policy issues (Graph 10).

Monothematic or bi-thematic cooperation agreements (the monothematic Euroregions described in the previous chapter) are indeed exceptions to the previous statement, but the sample does include two relevant examples: the CAWT Region (Co-Operation and Working Together) of cross-border health cooperation between the two Irelands and the FinEst Link Helsinki-Tallinn (former Helsinki-Tallinn Euroregion). The last case is even more interesting due to the operational choice of shifting from a multi-sectorial Euroregion to an organisation entirely focused on cross-border transports and the construction of road infrastructure (hence a large-scale project) easing mobility between the two cities. Finally, we also developed the next graph to show the weak positive correlation (0.2) between the number of sectorial areas chosen and the institutional density involved in the cooperation agreement (Graph 11).

Generally, a growing number of public actors involved corresponds to an increased number of sectorial fields. However, we must remind once again of the presence of a considerable diversity of situations. Thus, the classification group hosting Euroregions dealing with more than seven priorities will contain both local council associations of several dozens of municipalities (Alzette-Belval) and almost macro-regional experiences (Adriatic-Ionian Euroregion). Nevertheless, it is possible to underline the presence of a core number of Euroregions in the sample, which recurrently share the same two features, i.e. middle-sized groupings of local or supralocal public administrations (ranging from little less than a dozen actors to two or three dozen maximum) divided by the border and which work jointly around four to five sectorial areas. Next to this ranking, the second and smaller relevant group includes cases with a higher number of actors (50 up to 150 on average) dealing with four to eight policy issues.

6. Euroregional projects

6.1. Project Funding

The Euroregional sample also features a selection of 61 CBC projects, one per corresponding Euroregion. In our view, further knowledge of the features of CBC initiatives can also help improve the understanding of the mechanisms of these entities. The analysis based on the collected data highlights several fundamental aspects of the interventions: their source of funding, the sectorial area to which they are dedicated, the total duration of the project and the levels of institutional participation. The process of evaluating the funding sources for the execution of projects is another crucial element in understanding Euroregional features. The analysis begins with a sub-section on the annual budgets of Euroregions and then focuses on the total money attributed to CBC projects, their economic size and the degree of co-funding among different origins of income, i.e. levels of co-funding between EU and the Euroregion’s own sources. Institutional participation proves useful for understanding the leadership role of Euroregions in relation to other actors involved in the activities.
6.1. Annual Budgets of Euroregions

The inclusion of economic variables in the study of Euroregions is often complex due mainly to the hardships of obtaining homogeneous data that enable comparability studies. The constant diversity in the organisational structures, the different accounting systems, the uneven levels of transparency in presenting data along with the generally low interest of citizens in these lesser known institutions are all factors that help explain the hard task at hand in obtaining budget data. Nevertheless, it has been possible to include financial figures of 30 Euroregions out of the total 61 from the sample into the Euroregional database. Thanks to these raw data, it was also possible to estimate the annual budgets analysed below.

From Graph 12, we could evaluate the diversity of annual budgets estimated among Euroregional entities. An initial average calculation would show a total of €773,000. However, this would immediately go down to €578,000 if we remove the bias from the exceptionally high Euregio budget of €6 million. Instead of this approximation, it would appear more useful to distinguish among four evenly distributed groups of Euroregions based on their budgets.

Graph 12

- Annual Budgets of Euroregions (% of the sample; n = 30)

Source: compiled by the authors

The first group represents very limited budgets reaching a total below €100,000 per year. Interestingly, it includes three Euroregions with very high institutional density (between 70 and 100 public actors): Banat Triplex Confinium, Praded Euroregion, Tatry Euroregion. The two central groups in the classification account for almost half of the cases considered, thus opening a large series of budgets distributing yearly funding of above €100,000 but below €1 million. Finally, the classification includes one final grouping with notably elevated budgets above the €1 million barrier. This specific condition is mainly present under two sets of circumstances. On the one hand, there are cross-border experiences with a longer shared history in CBC activities; on the other, the group enlists cross-border realities led by sub-state or strongly urban-featured areas: Chaves-Verín Eurocity, EURÉGIO, Lille-Kortrijk-Tournai Eurometropolis, Meuse Rhin-Nord Euroregion, New Aquitaine-Euskadi-Navarre, Pyrenees-Mediterranean Euroregion, Saarmoselle Eurodistrict. Once again, the huge variety of contexts does not help in determining a direct correlation between increased annual budgets and the institutional complexity of a cross-border region. The data seem to suggest a trend, according to which a smaller number of actors with more autonomy, which means a main presence of sub-state entities, would be granted for a higher available budget. The feasibility of the trend seems even more comprehensible when referring to the cases of the large French-German Eurodistricts.

6.1.2. Project Funding

One important consideration for the analysis of Euroregional activities is that these organisations do not constitute new administrative units and do not possess a system of direct representation. Under such circumstances, Euroregional structures therefore need to look for legitimacy in realising effective and alternative solutions to problems that are generally not solved by the existing public administrations. This situation thus justifies the extra attention reserved in the analysis for the typology, total amount and sectorial priorities of the projects involved. In order to obtain a global perspective on these kinds of interventions, the analysis was based on 60 of the CBC projects. For the sake of the analysis, the project from Alzette-Belval was excluded due to the exceptionality of its budget and its duration in dealing with multiple objectives (Ecocity project: €360 million in multiple stages lasting up to 20 years).

a) Project income sources

The large majority of projects in the sample, which constitutes 90% of the total cases, were granted co-funding by one of the 60 CBC programmes included in the EU-sponsored INTERREG IV A strand (2007-2013). The total sum of European financial resources allocated to the projects in the analysis corresponds to €76 million. In this respect, when we consider that the total resources distributed by INTERREG IV A amounted to €5,600 million, it is apparent that the projects selected for the analysis barely cover 1% of the total European funding. Although the work of selecting the cataloguing task only allows us to analyse a very small percentage of total Euroregional projects, it must also be acknowledged that the largest part of INTERREG funding is often directly entrusted to the hands of public administrations autonomously performing CBC projects on both sides of the border.

On the other hand, it is also important to point out the capability of Euroregional actors to mobilise their own funding for the development of CBC projects. In fact, when considering a total investment of €131 million, we notice an appreciable total amount of (42%) when compared with the aforementioned European contribution of €76 million (58%) (Graph 13).
By studying the project co-funding rates in detail, we can observe an important leverage effect of European funds in the total investment amounts of territorial entities on the border. Nevertheless, even in this case, it is important to remark that different backgrounds surround the projects and the final co-funding rates can vary considerably (Graph 14).

Graph 14 – Level of EU co-funding in CBC projects from the sample

Source: compiled by the authors

From this perspective, it is therefore possible to calculate that 68% of the analysed projects that obtain European funding amount to more than 50% of the total project budget, and in half of the cases, the EU can contribute up to 85% of the total cost. Furthermore, in some cases, the projects with more elevated rates of co-funding are quantitatively significant in their total budgets, as shown in Table 13.

Table 13 – Examples of Projects with different levels of co-funding

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>Budget [M€] (EU: %, M€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pomerania Euroregion</td>
<td>Telemedicine within the Euroregion POMERANIA-POMERANIA Network</td>
<td>13 M€ (EU: 85%, 11 M€)</td>
</tr>
<tr>
<td>Irish Central Border Area Network (ICBAN)</td>
<td>Border Uplands</td>
<td>3.2 M€ (EU: 74%, 2.3 M€)</td>
</tr>
<tr>
<td>Bidasoa-Txingudi Cross-Border Consortium</td>
<td>RESOT</td>
<td>1.5 M€ (EU: 60%, 0.9 M€)</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

At the other end of the co-funding spectrum, there are 17 projects in which territorial actors sustain project activities with their own resources at a minimum rate of 51% of total project costs (an estimated total among all projects of more than €50 million). This is precisely where the leverage effect of EU funding is activated to stimulate joint public investment at both sides of the border (for relevant examples, cf. Table 14).

Table 14 – Main projects with higher self-funding amounts

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>Budget [M€] (Own Funds: %, M€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheldemond Euroregion</td>
<td>Hydrogen Region Flandres-Southern Netherlands</td>
<td>14 M€ (O.F.: 79%, 11 M€)</td>
</tr>
<tr>
<td>Ems-Dollart Region</td>
<td>DIAMANT</td>
<td>7.9 M€ (O.F.: 62%, 4.9 M€)</td>
</tr>
<tr>
<td>EUREGIO (Gronau Euroregion)</td>
<td>Mechatronics R&amp;D for SMEs</td>
<td>18.3 M€ (O.F.: 60%, 11 M€)</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

b) Economic size of the projects

When considering the total funding that comprises European resources plus own funds, the estimated average value can be around €2.2 million. However, the graph clearly shows a large degree of variation among allotted budgets (Graph 15). As shown in the statistics, total amounts can vary from as little as €40,000 (Pyrenees-Cerdanya) up to a maximum of €27.6 million (CAWT Region), thus indicating the large spectrum of financial possibilities that can be triggered in CBC processes.
There are 14 projects in the sample, whose total budget is less than €500,000, whereas only two projects are funded below €100,000. Regardless, more than half of the projects in the analysis (35 cases) reach a minimum budget of €500,000 and above, whereas 11 cases obtain a minimum of €3 million and above. Table 15 allows for a few significant examples.

Table 15 – Examples of CBC projects according to their total budgets

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>Budget (M€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salzburg-Berchtesgader Land - Traunstein EuRegio</td>
<td>3 EuRegio Summit: Natural spaces and soft mobility</td>
<td>0.3</td>
</tr>
<tr>
<td>Karlsruhe-Herzogenrath Euroregion</td>
<td>Border Infopoint Aachen-Euroregion</td>
<td>0.4</td>
</tr>
<tr>
<td>Sønderjylland-Schleswig Euroregion</td>
<td>Emergency response without borders</td>
<td>0.5</td>
</tr>
<tr>
<td>Dunkirk-Flandre-Côte d’Opale region and West Flanders</td>
<td>Transport</td>
<td>0.6</td>
</tr>
<tr>
<td>Freiburg Region and South Alsace Eurodistrict</td>
<td>Platform for cross-border employment - Petra</td>
<td>0.8</td>
</tr>
<tr>
<td>Ruse-Giurgiu Danubius Euroregion</td>
<td>ERGO Masterplan</td>
<td>0.9</td>
</tr>
<tr>
<td>Søvnedal Committee</td>
<td>Freedom of Movement for business</td>
<td>1.0</td>
</tr>
<tr>
<td>Lille-Kortrijk-Tournai Eurometropolis</td>
<td>Border Place Jacques Delors</td>
<td>1.4</td>
</tr>
<tr>
<td>Trinational Metropolitan Region of the Upper Rhine</td>
<td>Lupus Biobank Upper Rhin</td>
<td>2.6</td>
</tr>
<tr>
<td>Rhein-Waal Euroregio</td>
<td>Smart Inspectors</td>
<td>3.2</td>
</tr>
<tr>
<td>Saar-Nette Eurodistrict</td>
<td>The Blue Band of Saar 2: Saar Life: The Implementation of Space Vision, Phase 2</td>
<td>5.7</td>
</tr>
<tr>
<td>Ems-Dollart Region</td>
<td>DIAMANT</td>
<td>7.9</td>
</tr>
<tr>
<td>North-West Region Cross Border Group</td>
<td>North-West Regional Science Park</td>
<td>13.8</td>
</tr>
<tr>
<td>Scheldemond Euroregio</td>
<td>Hydrogen Region Flandres-Southern Netherlands</td>
<td>14.1</td>
</tr>
</tbody>
</table>

6.2. Duration and sectorial fields of the projects

6.2.1. Project Duration

Additional data included in the Euroregional database provide an even more comprehensive picture of the CBC projects. Regarding the total length of the projects, there is a correlation between the general timing of the activities and the corresponding framework periods allocated for the INTERREG funding establishing an average project duration of between three to five years. Indeed, the calculation of the average among projects from the sample indicates a project lifespan of approximately 3.5 years, whereby 32 cases reach at least four years in total duration. At the same time, the number of projects tends to diminish in relation to longer periods of time for execution (Table 16). As such, only five projects were planned over a period of five years and three further projects reached a seven-year duration. Lastly, two interesting anomalies seem to corroborate the previously mentioned leverage effect given by European resources. In both cases, the funding was able to generate longer term projects, i.e. up to 20 years. In two Euroregions, namely Alzette-Belval and Greater Geneva. Thus, the two initiatives suggest CBC projects that aim towards long-term strategic planning for targeted investments broken down into multiple project stages.

Table 16 – Total duration of selected projects lasting ≥ 5 years

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>5 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bayonne-San Sebastián Basque Eurecity</td>
<td>REDVERT</td>
<td></td>
</tr>
<tr>
<td>Adriatic-Ionian Euroregion</td>
<td>Adriaproc</td>
<td></td>
</tr>
<tr>
<td>Gorizia-Nova Gorica</td>
<td>Transborder Integrated Platform</td>
<td></td>
</tr>
<tr>
<td>Chaves-Verín Eurocity</td>
<td>Termal and Water Euroregion</td>
<td></td>
</tr>
<tr>
<td>Trinational Metropolitan Region of the Upper Rhine</td>
<td>Lupus Biobank Upper Rhin</td>
<td></td>
</tr>
<tr>
<td>7 years</td>
<td>Vis-à-Vis</td>
<td></td>
</tr>
<tr>
<td>North-West Region Cross Border Group</td>
<td>North West Regional Science Park</td>
<td></td>
</tr>
<tr>
<td>EUREGIO (Gronau Euroregion)</td>
<td>Mechatronics R&amp;D for SMEs (major Project)</td>
<td></td>
</tr>
<tr>
<td>More than 10 years (strategic projects)</td>
<td>Greater Geneva: The Innovation’s Circle - The International City of Knowledge - Ferney-Voltaire (19 years)</td>
<td></td>
</tr>
<tr>
<td>Alzette-Belval</td>
<td>Ecodity ALZETTE-BEVAL (20 years)</td>
<td></td>
</tr>
</tbody>
</table>

Source: compiled by the authors
6.2.2. Sectorial Fields of the Projects

Analysing the policy areas of the projects reveals the presence of a diversity comparable to that of the thematic priorities declared by Euroregions and discussed in section 5 of this analysis (Graph 16). Economic development at local and regional level dominates the ranking with the largest concentration of projects (15). It is then followed by transport issues (9) and environment (7). There are also seven projects related to cross-border governance, which clearly underlines the necessity for consolidating CBC decision-making beyond state-centric logics. Also worth noting are projects dealing with territorial planning, R&I activities and social cohesion (5 for each field). The sample is then completed by a discrete presence of health and energy issues (3 in each sector) and finally education and culture (2 total projects). Lastly, it should be noted that no projects were identified in the field of security. However, this is not particularly surprising given the scarce role that Euroregions tend to play in this kind of issues.

6.3. Governance of the CBC projects: Institutional complexity and project leadership

The last section of the analysis focuses on the governance implemented by the projects, which completes the study framework for these cross-border entities from a perspective that interlinks Euroregional governance structures and their pursued objectives. The data gathered in the sample enables us to examine two further aspects, namely institutional complexity (calculated by using the number of actors and the amount of funding as variables) and the leadership of Euroregional actors in project management.

6.3.1. Institutional complexity

The first task of this section required us to visualise the effect of institutional complexity over CBC projects by relating it to the total quantity of their budgets (Graph 17). From this perspective, it is now possible to claim that the joint analysis of the institutional density (understood as the total number of public actors belonging to the Euroregion) and the total financial amount of the CBC projects does confirm the absence of a relation between the two variables.

Nevertheless, it is still possible to define a dominant typology, which represents almost half of the projects and is shaped around a gap of 5 to 50 participating actors managing financial amounts ranging between €400 000 and €3 Million. Outside of this range, a variety of less frequent situations indicate very different behaviours in the proposed relation:

- Euroregions led by a large number of local or supralocal entities that manage projects with relatively small budgets (i.e. Salzburg Berchtesgadener Land - Traunstein EuRegio; Strasbourg-Ortenau Eurodistrict; Tatry Euroregion). Projects in this category usually do not reach a total budget exceeding €300 000. However, one exceptional anomaly in this group is represented by EUREGIO (Gronau Euroregion), which despite the 100+ public actors involved, managed to achieve...
one of the most budgeted CBC projects in Europe, with a remarkable amount of €18 million. The Euroregion has been excluded from the Graph 17 above for this very reason.

- Euroregions with low institutional density (between 2 and 8 public actors) capable of mobilising CBC projects with larger budgets. It is possible to distinguish two sub-groups: one located in a gap of 2-3 participating actors with budgets around €300 000 and €1 million; the second one maintaining the same number of actors but with budgets capable of exceeding the €1 million threshold. Among the second sub-group, it is worth noting that the Pomerania Euroregion (Telemedicine within the Euroregion POMERANIA – POMERANIA network) has a total budget of €13 million and the North West Region Cross-Border Group (North West Regional Science Park) is aiming for more than €14 million. Both the projects were also excluded from Graph 17 above due to their outstanding budgets.

- Euroregions with few public actors and projects of reduced total amounts. The project with the smallest budget available (€40 000) was executed by the Pyrenees-Cerdanya EGTC and whose main protagonists are two associations of local entities (Cross-Border Landscape Plan of Cerdanya). At the same time, two other Euroregions (Kerkrade-Herzogenrath Eurode and New Aquitaine-Euskadi-Navarre) possess low institutional density but their projects barely reach amounts exceeding €250 000.

6.3.2. Project leadership

The data extracted from the sample allow us to identify which actors lead the CBC projects. The ability to coordinate a cross-border project represents a significant trait in understanding the institutional and administrative capacities of a given Euroregional actor.

a) Participation of Euroregional actors as project leaders

Firstly, with this analysis, we try to assess how frequently each typology of actor will take leadership in the coordination of CBC projects. The results indicated below (Graph 18) show a consistent presence of Euroregions as leaders and promoters of the initiative (18 cases over 60). More specifically, the typology of actors has been classified according to the different legal formulas employed by Euroregional entities. Interestingly, it is clearly evidenced here that EGTCs are not the main formula chosen for leading initiatives, especially when comparing the four encountered projects (Table 17) with the 18 projects led by Euroregions and the total of 17 EGTCs in the sample. This clearly emphasises the fact that other legal frameworks, i.e. public law agreements, NGOs, etc., can be equally capable of leading CBC interventions.

Table 17 – Projects led directly by EGTCs from the sample

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pyrenees-Cerdanya</td>
<td>Cross-Border Landscape Plan of Cerdanya</td>
<td>€40 000</td>
</tr>
<tr>
<td>Alzette-Belval</td>
<td>Alzette-Belval Ecosity</td>
<td>€360 M</td>
</tr>
<tr>
<td>Duero-Douro</td>
<td>Natural Border</td>
<td>€0.8 M</td>
</tr>
<tr>
<td>Pourtalet Space</td>
<td>Pourtalet Space Cooperation Centre and border integration</td>
<td>€1.3 M</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

When leadership is granted to any levels of public administration, it is possible to observe that territorial entities (local, supralocal, regional) assume a leading role in 45% of total cases analysed. Among them, supralocal governments are the ones less likely to lead a project (only 5 cases out of 60) while local and sub-state entities are respectively matched in 13 and 10 projects from the sample. As already discussed in the previous section, there is a much more limited presence of private actors, who only lead 9 out of the 60 analysed projects (15%). This result should still be viewed from a positive perspective, especially when considering the even scarcer presence of the private sector in the constitution of CBC agreements. In fact, the participation of private actors is also associated in most cases to project leadership of the initiative. On a final note, universities are also present as possible leaders of CBC projects (5 cases), showing a potential role in the coordination of CBC dynamics.

Graph 18 – Classification of leading actors in CBC projects from the sample

Source: compiled by the authors
b) Relationship between EU funding and leadership of private actors

Considering the interest in the participation of private actors as a sign of better inclusion of society in cooperation initiatives, the analysis stresses the importance of determining whether leadership by private actors would lead to higher or lesser co-funding rates of European resources. Thus, the comparative selection grouped in Table 18 indicates that CBC projects led by private actors can, in some cases, achieve important budgets that are generally above average funding. However, in a few other contexts, the correlation does not seem as relevant.

<table>
<thead>
<tr>
<th>Euroregion</th>
<th>Project</th>
<th>Budget (M€)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bidasoa-Txingudi Cross-Border Consortium</td>
<td>RESIT</td>
<td>1.5</td>
</tr>
<tr>
<td>Ems-Dollart Region</td>
<td>DIAMANT</td>
<td>3.9</td>
</tr>
<tr>
<td>Frankfurt (Oder) &amp; Slubice Cooperative Center</td>
<td>German-Polish Center Bullrathaus in Frankfurt (Oder) and Kleinsturm in Slubice</td>
<td>4.4</td>
</tr>
<tr>
<td>Gorizia–Nova Gorica</td>
<td>Transborder Integrated Platform</td>
<td>1.3</td>
</tr>
<tr>
<td>Inn-Salzaach-Euregio</td>
<td>CARE: A labor market of the FUTURE</td>
<td>1.5</td>
</tr>
<tr>
<td>Inntal Euregio</td>
<td>Caves cultural experience Inntal</td>
<td>0.3</td>
</tr>
<tr>
<td>Rhine-Meuse-North-Euregio</td>
<td>HABIRM</td>
<td>1.2</td>
</tr>
<tr>
<td>Salzburg-Berchtesgadener Land–Traunstein-Euregio</td>
<td>3 Euregio Summit: Natural spaces and soft mobility</td>
<td>0.3</td>
</tr>
<tr>
<td>Tatry Euroregion</td>
<td>Tatry together</td>
<td>0.3</td>
</tr>
</tbody>
</table>

Source: compiled by the authors

When closely examining co-funding rates, Graph 19 compares the different economic sizes of the projects (of which the ones from the Ems-Dollart Region and the Frankfurt-Slubice Cooperation Centre are worth mentioning for their increased rates) as well as the variations in European co-funding amounts.

Approaching the same target by applying the reverse perspective, when filtering the different percentages of co-funding in an orderly manner (cf. Table 19), it is possible to observe, in terms of the Euroregion’s members territorial funds employed, a wide gap raging between 15% and 62% of the total CBC initiative. The classification therefore helps to identify cases in which the participating members’ own funding is only a small part of the project (Frankfurt-Slubice Cooperation Centre, Inntal Euregio, Tatry Euroregion), whereas others can even reach amounts slightly above half of the entire project (Ems-Dollart Region).
Based on all the previous data, it is therefore possible to claim that the leadership of private actors is not necessarily a prerequisite that determines major or minor amounts of EU structural funding in the initiatives.

c) Relationship between leadership and economic size of CBC projects

As a final element, it may be worth verifying another correlation that indicates which projects can be granted higher amounts of funding, and which ones are generally backed by the institutional actors in charge of such interventions. One first approximation (Graph 20) seems to confirm that private actors and universities join sub-state governments in a core group that usually receives the largest amounts of funding.

In analysing the leadership of different actors in cooperation projects, it is finally possible to remark on the absolute predominance of public actors, i.e. by means of Euroregions employing different legal frameworks as well as relying on local, supralocal and sub-state entities. Apart from this, it is also possible to observe a certain degree of influence from private actors when contemplating total budget amounts for their CBC interventions. However, this must be put into perspective with the lack of significant increases in European co-funding in the case of the participation of private actors. As a final element, it is worth pointing out the presence of universities as leaders of a significant number of projects.

Graph 20 – Average value of CBC projects from the sample in relation to the typology of leading actor (thousand €)

Source: compiled by the authors

7. Conclusions

Throughout the whole chapter, we provided an analysis of Euroregions and their CBC projects derived from our own Catalogue sample and filtered through criteria based on their excellence (in terms of solid governance structure and institutional continuity) and innovation (in terms of employment of technological progress, innovation policies or even social innovation measures). In our view, basing the foundations of the analysis on these qualified case studies is another important element that strengthens the solidity of the observations encountered. While they are certainly not the only existing Euroregional entities, we nevertheless consider them to be among the most relevant.

Therefore, the research revealed some distinctive features of Euroregional organisations and the CBC projects they execute, which show advanced levels of cooperation:

• A constant development marked by three stages of expansion associated to different moments of European integration and ETC policies, which contributed to a general distribution of Euroregions all along EU internal borders, increasing levels of integration among Member States of recent accession and a significant participation of EU neighbouring territories;

Table 19 – Co-funding rates of projects led by private actors (% own funding)

<table>
<thead>
<tr>
<th>Own funds (%)</th>
<th>Euroregion</th>
</tr>
</thead>
<tbody>
<tr>
<td>62%</td>
<td>Ems-Dollart Region</td>
</tr>
<tr>
<td>50%</td>
<td>Rhine-Meuse-North Euregio</td>
</tr>
<tr>
<td>48%</td>
<td>Inn-Sallach Euregio</td>
</tr>
<tr>
<td>42%</td>
<td>Salzburg-Berchtesgadener Land-Traunstein Euregio</td>
</tr>
<tr>
<td>35%</td>
<td>Bedouín-Teguá Cross-Border Consortium</td>
</tr>
<tr>
<td>24%</td>
<td>Gorizia-Nová Gorica</td>
</tr>
<tr>
<td>17%</td>
<td>Central Euregio</td>
</tr>
<tr>
<td>17%</td>
<td>Tatry Euregio</td>
</tr>
<tr>
<td>15%</td>
<td>Frankfurt (Oder) &amp; Slubice Cooperative Centre</td>
</tr>
</tbody>
</table>

Source: compiled by the authors
• a geographical typology which enables identification and comparison of groups of Euroregions, based on their size and territorial profile, as well as an identification of different associated goals and objectives pursued by different strategies;

• the identification of a variety of cross-border governance structures filtered through observations on the institutional density and complexity of the (mainly public) actors involved; at the same time, governance frameworks have been classified and identified according to several legal formulas allowed for establishing Euroregions;

• the recognition of several strategic objectives associated to both the competences and capacities of the participating administrations, on the one hand, and to the specific interests which propel the establishment of a Euroregion, on the other; and

• lastly, in the field of CBC projects, the observation of multiple interventions which vary not only in terms of content but also in relation to economic size and leadership of the same projects.

The multiple aspects analysed significantly contribute to acquiring a better global perspective and insight on the Euroregional phenomena thanks to the data processed during this research. Without a doubt, there is an imperative need for future lines of research to obtain an even larger set of information relying on expanded, more systematic, accountable and continuously updated data that could possibly be provided by the very same organisations that participated in this study. A further line of action could also include increased effort from European authorities to classify Euroregional structures, so that they can be eventually distinguished from other ETC formulas. All these processes could tremendously strengthen general analysis capabilities and ultimately aid in improving European and state-based policymaking.

The conclusion of the global analysis is also connected to the second part of this Catalogue, wherein the reader will find individual references to each of the selected Euroregions and their associated CBC project. These will be presented by large geographical areas grouped for classification purposes in the Euroregional Info Sheets, which also contain information about CB Equipment and TB Parks. Thus, the second part of this document completes our global perspective on these peculiar processes of CBC institutionalisation. As we are aware of the importance of their fundamental goals, we expect a continually increasing number of Euroregional entities in the coming years, especially those arising from the need to recover or reorient previous experiences that are currently inactive. Most importantly, we hope to see an even steadier consolidation process of already existing initiatives through the reinforcement of governance structures as well as an increasing number of projects and general activities.

Bibliography


PART II

Catalogue of Euroregional Good Practices
In the second part of the research, we present the official Catalogue of Euroregional Good Practices compiled by the RE-COT team. In the following pages, we provide 80 Euroregional Info Sheets showing our selected sample of excellent CBC experiences. Before this, we provide some insights on the tools employed in compiling this Catalogue as well as its order of presentation.

Distribution of Euroregions among Six European Geographic Areas

As shown in our research methodology, during our final selection for the Catalogue, we applied, among others, a geographical criterion in order to ensure a degree of equal representation across all EU borders. At the same time, when considering the acquisition of data for comparative purposes, we understood the research value of establishing a classification based on different geographical areas of Europe. Finally, as we envisioned the presentation of our research in the form of a catalogue, we also estimated that the classification could bring added perspective when presenting the Euroregional Info Sheets as separated sections according to their geographical area. Thus, all the above reasons gave us the impetus to conceive our own RECOT Operational Map for geographical classification. In this second part of the research, we employed the RECOT Operational Map to identify the distribution of Euroregions along six main geographical areas, which were mostly designated along the cardinal directions (see RECOT Operational Map below).
When trying to draw the precise boundaries of each geographical area, we conducted research on pre-existing mappings and geographical classifications of cross-border regions. Notably, we included some interesting attempts made by AEIR and MDI in our references. Furthermore, our previous expertise also helped in discerning which of the different European areas hosted more distinct attitudes or tendencies towards Territorial Cooperation. It should also be noted that the cartography underwent its own evolving process, whereby, after the initial conceptual theorisation, we had to perform relevant modifications to reflect our findings on the actual data acquired. For example, the need to generate a much wider Eastern European area coincided with our discovery of multiple Inactive Euroregions in the Balkans and the Hellenic peninsula, thus contributing to the Southern Europe, making it more comparable to others. Another example of necessary modifications occurred when dealing with the Mediterranean space, where the presence of the large-scale Adriatic-Ionian Euroregion created conditions for a Central Mediterranean and Adriatic zone extending further east towards the Balkans than what was originally envisioned.

Nevertheless, we had to balance our efforts of being more geographically inclusive with our intention to search for best practices across EU territory. Thus, combining these two factors did not prevent us from identifying a distinctive core of Euroregional activities in the areas of Central Europe (22 Euroregions) and Western Europe (21 Euroregions). Geographical and historical features can help us explain such outcomes. In the first case, morphological factors in the conformation of European territory for these areas clearly show a planar territory generally marked by land borders that are much easier to access than mountainous or maritime border areas. Thus, such geographical instances were conducive in CBC activities by facilitating more direct contacts among the involved actors. At the same time, knowledge of history and politics would also aid us in interpreting areas exhibiting a dense presence of culturally different EU member states (including the historically neutral yet cooperation-oriented Switzerland), some of which were among the very first initiators of the European integration project. Indeed, if we also introduced an economic variable into the equation, the relatively higher levels of productivity and prosperity would add a final incentive towards the presence of more active instances for cooperation. Furthermore, in the case of Western Europe, an additional mention must be made about Euroregional structures across the UK-IE border. Due to the undefined consequences that the Brexit process may induce to the local and regional CBC dynamics, the Euroregional stakeholders are currently lobbying for maintaining their CBC activities.

Ranking next in our selection, despite their very different historical backgrounds, Northern Europe (11) and Southwestern Europe (11) exhibited an equal amount of Euroregions in our classification. In the first case it must be mentioned that, since the early 1950s, the Northern area has a longer and more durable tradition of macro-regional cooperation. Soon after the end of the Second World War, the creation of the Nordic Council and the Nordic Council of Ministers managed to produce integrating measures into the area similar to those of the modern EU, i.e. free movement of citizens, common trade agreements, etc. At the same time, some of their initiatives already included Territorial Cooperation as an objective for cooperation. Thus, although we consider the resulting 11 Euroregions to be well-balanced for our own selection, nevertheless, we would like to remind the reader of the presence of many other cooperation processes in the area that were left out of the Euroregional operational criteria applied to this research.

Here the geographical area of Southwestern Europe (11) is positively acknowledged in our selection due to its later inclusion in the European integration project. As many aware of their respective historical backgrounds may already know, the incorporation of Spain and Portugal into the European Community in the 1980s would only occur after the full eradication of the totalitarian regimes that prevented previous Europeanising efforts. Nevertheless, both countries did not wait long to incorporate Territorial Cooperation logics into their own planning, as the Iberian Peninsula hosted a significant increase in its ETC and more specifically CBC structures over the following decades.

In our research, we also encountered that the classification space of Eastern Europe (10) equally hosts a satisfactory number of Euroregions, even though, as anticipated above, we acknowledged the much wider territorial expansion of the geographical area proposed. As far as specifications concerning the inactive Euroregions found in the Balkan region, it is possible to assume that after an increasing momentum of European initiatives at the start of the new millennium, the instability resulting from the second decade of economic recession further discouraged the already sterile climate from initiating cross-border cooperation due to previous national disputes. Even when considering more northern areas of Eastern Europe, most of the countries belonging to the notorious Eastern Enlargement of 2004 clearly had to go through a radical Europeanisation process which would shift them outside of former Soviet Union logic. Such circumstances rightly point towards a double perspective: in terms of relative numbers, we identified a strong surge in generally active initiatives in the northern part of the area. However, the much more recent establishment of ETC and CBC structures as well as the lack of previous Territorial Cooperation traditions also justify the need for a wider search for excellent practices.

Lastly, the result identified in the Central Mediterranean and Adriatic area (5) may initially stand out in terms of the lower number of experiences identified. Nonetheless, we remark the presence of influencing factors that help to explain such outcome. In terms of geographical instances, the very same arguments that favoured major instances for cooperation in Central and Western Europe reflect the opposite in a predominantly maritime border environment. However, this does not mean that the Mediterranean space is devoid of ETC dynamics. On the contrary, what the geographical area lacks in CBC initiatives and Euroregional structures is compensated by the strong presence of other forms of cooperation in transnational and interregional modalities, as in the case of the especially dedicated INTERREG Med.

Finally, the order of presentation has been chosen following the trajectory shown in the picture on the right. Likewise, the Euroregional structures inside each area have been ordered by geographical location (from west to east).
Legend of the Euroregional Info Sheets

Standard Euroregions

1. General Information. The Euroregional Info Sheets refer to a pre-determined set of general information concerning the specific Euroregion. More specifically, details are provided about the foundation date of the Euroregional structure; member countries of the participating actors; total surface of the territory involved; corresponding population; headquarter location; the CBC operational programme that the Euroregion mainly applies to obtain funding; and finally, the Euroregion’s accessible website.

2. History. This section consists of a short descriptive text providing information on several features of a specific Euroregion. Each text generically provides further details on the circumstances surrounding the formation of the Euroregional structure and/or its trajectory and key objectives; the existence of any pre-existing CBC structures in the same area (where available); the geographical typology of the territories and the borders involved; the institutional composition of the Euroregion (plus a remark on any private actors potentially involved beyond public administrations); finally, a mention of either an implemented Euroregional strategy or any special sectoral activities that the Euroregion tends to favour in its line of work.

3. Priorities. After analysing each statement of intents and/or cooperation objectives, which were publicly provided on the respective Euroregion’s website, we coded the most frequent sectoral priorities in the Euroregional CBC under 10 classifying entries. Accordingly, in the Info Sheet, we provide a summary table in which all the fields selected by the Euroregion are ticked, so as to provide immediate graphical feedback to the reader. The 10 sectoral priorities include: Accessibility and Transportation; Cohesion and Social Integration; Education and Culture; Governance; Health; Environment; R&I; Security; Spatial Planning; and Local Economic Development.

4. Governance. As shown in our previous study, most of the Euroregions acknowledged by our research employ one out of five possible types of juridical forms for the operationalisation of their governance structure (although some exceptions may exist). Again, we favoured generating a summary table with a tick on the specific modality employed, so as to provide immediate graphical feedback to the reader. The corresponding options selectable on the Info Sheet are:

- EGTC: European Grouping of Territorial Cooperation
- EEIG: European Economic Interest Grouping
- LGTC: Local Grouping of Territorial Cooperation
- Private Law Association (Example: NGOs)
- Public Law Agreement
- Other (Example: Private Enterprise Management Boards)

5. Euroregional Partnership. The complementary data on the administrative level and nationality of the participating actors in the governance structure were shaped in the form of a pie chart and a summary table below. In the first case, the typology of the subnational authorities (and/or private actors) is shown in terms of corresponding percentage. In the second part, the numbers are instead arranged to show the provenience of actors from each side of the border.

6. Project Description. This section is intended to introduce the proposed CBC project. Alongside the generic information (i.e. Period; Main Theme of the project according to the sectoral priorities classification; Website for further reference), the short text is meant to describe the general target of the project and the expected actions taken to reach the set goal. At the same time, it underlines those specific features that mark their innovative or excellent character, which altogether made it selectable for this Catalogue.

7. Main Achievements. Beyond a mere description of activities, the purpose of this short evaluative text is to analyse all major achievements obtained by the project at the end of its cycle. Both quantitative and qualitative indicators were reported once they were available for consultation, providing solid evidence for the favourable outcomes of the CBC project.
8. **Agents Involved.** The following list incorporates all participants into the selected CBC project. The Project Leader is always mentioned first, followed by all the partners, distinguished according to their country’s provenience. In the case of a CBC structure being either Leader or Partner, the corresponding CB classification code is introduced along with the respective country coding.

9. **Resources.** The last element in the CBC project Info Sheet provides a summary of the budget employed for realising the activities. In most cases, proper calculations were made in order to show the total budget in terms of the sum of EU funding and the participants’ co-funding amount. This information may not always be available; thus, such cases are marked with the abbreviation ‘N/A’.

### CB Equipment and TB Parks

#### 1A. **General Information (CB Equipment).**

The first section of the CB Equipment Info Sheet provides specific information about the nature of the infrastructure. Together with its location and date of creation, technical information is provided for ‘measuring’ the equipment according to their typology (bridges may present length and width, hospitals may be described according to the capacity of patient beds, etc.). Furthermore, approximate calculations were realised to define the areas virtually influenced by their proximity to the infrastructure. Finally, this Info Sheet also indicates the specific website dedicated to the CB Equipment for further information.

#### 1B. **General Information (TB Parks).**

The first section of the TB Park Info Sheet provides specific information about the cross-border natural area involved. Alongside its constituting member countries at each side of the border and its date of creation, geographical information is provided about the total surface extension in km² and the population residing either inside or in the immediate proximity of the TB Park. Finally, the Info Sheet also indicates the specific website to the TB Park for further information.

### Governance

Both CB Equipment and TB Parks follow the same classification of the structured governance indicated for Standard Euroregions. In the specific Info Sheets, the reader will be able to find the summary table with a tick on the specific modality employed for the juridical form. However, it is also possible to find a higher amount of ‘Other’ governance forms marked for Equipment and Parks. At times, this is due to the specific nature of the infrastructure/park being managed by private entities with more business-oriented types of boards (i.e., The French-British Channel Tunnel run by a private board).

### History & Activities

This short descriptive text is meant to provide more details about the specific Equipment or Park described. Apart from an explanation of the circumstances leading to their constitution, it is possible to find a more accurate description of the main functions performed (CB Equipment) or the geographical area involved (TB Park). Further information on the specific governance structure in place for the management of the organisation is provided, and whenever possible, other related activities are mentioned, such as the development of CBC projects, as in the case of the EGTC Hospital of Cerdanya or the Bourtanger Moor-Bangerveem International Nature Park.
SOUTHWESTERN EUROPE

EUROREGIONS
- Galicia-Northern Portugal Euroregion
- Chaves-Verin Eurocity
- Duero-Douro EGTC
- New Aquitaine-Euskadi-Navarra Euroregion
- Bayonne-San Sebastián Basque Eurocity
- Bidasoa-Txingudi Crossborder Consortium
- Portalet Space EGTC
- Pyrenees-Mediterranean Euroregion
- Pyrenees-Cerdanya EGTC

TRANSBOUNDARY PARKS
- International Tagus Natural Park

CROSS-BORDER EQUIPMENTS
- Hospital of Cerdanya EGTC
The border area between Galicia and Northern Portugal has been marked by a relatively recent but solid tradition of Cross-Border Cooperation. Even before the birth of the Euroregion, a dedicated Working Community was set up in 1991 and a cross-border city network (Eixo Atlántico) followed in 1992. The Euroregion was therefore considered as a form of consolidation of the border area on a regional scale. Its wide territory occupies the entire space of the northwestern Iberian Peninsula, which despite being far from the main European axis, it is characterized by the presence of numerous urban areas. Furthermore, rural and coastal environments also form part of the territorial composition of this geographical area. At the institutional level, the EGTC (one of the first employed in the EU) allows a faster approach to the development of projects, hence making the Euroregion the executive branch of the Working Community and thus sharing with them the management board. Its general strategy is oriented towards supporting public/private actors’ partnerships reinforcing cross-border action in different thematic sectors and at different territorial levels.

**Galicia-Northern Portugal Euroregion**

**Date of Creation:** 2008

**Countries:** ES / PT

**Area:** 50,000 km²

**Population:** 6,500,000

**Headquarters:** Vigo (ES)

**Cross-Border Programme (2007-2013):** CBC Programme Spain-Portugal (POCTEP)

**Website:** http://galicia-nortept.xunta.es/es/euroregi%C3%B3n

**General Information**

**Web:**

http://galicia-nortept.xunta.es/es/

**Euroregion SPain-PortugAL**

**Region:**

**Population:** 6,500,000

**Area:** 50,000 km²

**Date of creation:** 2008

**Countries:** ES / PT

**Headquarters:** Vigo (ES)

**Cross-Border Programme (2007-2013):**

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**Iacobus Program**

**Period:** 2014-2020

**Main Theme:** Education

**Web:** http://iacobus.project.eu/es/programa-iacobus

The rationale for this CBC program can be found in the Protocol of Cultural, Scientific and Pedagogical Coopera-

**Regional and Social Integration**

**Environment**

**Health**

**Project Description**

**Main Achievements**

In the first three calls corresponding to the years 2014 and 2015, the program provided funding to a total of 367 candidates with an economic endowment of 393,200 Euros. In 2015, the Galicia-Northern-Portugal Euroregion promoted, as a pilot experience, the Iacobus-FP Program aimed at Vocational Training teachers. The first call of the Program launched in 2014 and the 6th call will be launched at the end of 2018. At the time of writing, it has already reached the number of 5 calls. The 6th call will be launched at the end of 2018.

**Web:**

http://iacobus.project.eu/es/programa-iacobus

The rationale for this CBC program can be found in the Protocol of Cultural, Scientific and Pedagogical Coopera-

**Governance**

**EGTC**

**Private Law Association**

**Public Law Agreement**

**Other**

**LGTC**

**Other**

**EGTC**

**Private Law Association**

**Public Law Agreement**

**Other**

**LGTC**

**Other**

**Annual Budget:**

393,200 Euros

**EU Funds:**

393,200 Euros

**Own Funds:** N/A

**Leader:** Galicia Northern-Portugal Euroregion (CB)

**Partners**

ES: Xunta de Galicia, Universidad de Santiago de Compostela, Universidad de Vigo, Fundación Centro de Estudios Europeocéntricos

PT: Comissão de Coordenação e Desenvolvimento Regional do Norte (CCDR-N), Universidade do Minho, Universidade do Porto, Universidade de Trás-os-Montes e Alto Douro, Universidade Católica Portuguesa - Centro Regional do Porto, Instituto Politécnico do Porto, Instituto Politécnico de Bragança, Instituto Politécnico do Cávado e do Ave

**Sources:**


https://www.faroodevigo.es/gran-vigo/2015/05/05/programa-iacobus-seguira-dinamizando-economia.html

Source: Faro de Vigo Journal, 5 May 2015

Source: Mundiario Journal, 14 Sept. 2018 / @XuntaVice
The Chaves-Verín Eurocity EGTC is located in the Upper Táme-ga Valley, between the Spanish Province of Ourense and Northern Portugal. The two municipalities are characterised by a low-density population and the territory is in a rural and inland area that is dis-tant from the main cities of the Iberian peninsula. In addition to this phenomenon of depopulation and rural exodus, low birth rates and a rapid population aging. The institutional cooperation started in 2010 between the municipalities of Chaves and Verín through the EGTC proposal, and it was adopted in 2013. The initiative was boosted by the Eixo Atlántico cross-border network. The local CBC includes successful initiatives such as the Eurocitizen Card project, which was awarded the 2015 Eurocity prize by the EC for its innovative character in fostering social and economic local cross-border integration.

The circular routes of the municipalities, Verín, Chaves and Vidago connect the main water sources, spas and thermal baths of the Chaves-Verín Eurocity. At present, the main output still needs to be achieved, i.e. the construction of the Thermal and Water Route of the Chaves-Verín Eurocity. The project’s main goal is to consolidate a shared cross-border strategy for the coordinated development of training and research in spa tourism and aquatic sector in the Chaves-Verín Eurocity (and broadly in the Galicia-Northern Portugal Euroregion) as a reference for Europe’s high-quality thermal supply. It relies on the presence of the Támega river, which crosses the Eurocity as an axis of union between the two sides of the border. The Chaves-Verín territory, which has one of the largest concentrations of thermal and hy-dro-mineral springs of the Iberian peninsula, represents a fundamental endogenous resource and an opportunity for developing a destination for joint high-quality spa tourism. The project is expected to transform the involved area into a South European reference for thermalism, supporting highly qualified professionals and pioneering aquatic research.

**Main Achievements**

The “Thermal and Water Route of the Chaves - Verín Eurocity” is currently being implemented and aims to articulate a route connecting the heritage of Verín’s spa with that of the Chaves and Vidago thermals. The route combines the circular urban routes of both municipalities with a linear cyclotouristic route that runs 50 km along the whole course of the Támega River, from Verín to Vidago. The circular routes of the municipalities, Verín, Chaves and Vidago connect the main water sources, spas and thermal baths of the Chaves-Verín Eurocity. At present, the main output still needs to be achieved, i.e. the construction of the Centre for Thermal Tourism and Water Research, which aims to develop high quality training, research and touristic promotion.

**Main Theme:** Local Economic Development

**Web:** [http://www.euroregiontermal.eu/](http://www.euroregiontermal.eu/)

**Budget:** 1 752 011 Euros

**EU Funds:** 1 314 008 Euros

**Own Funds:** 438 003 Euros

**Leader:** Diputación Provincial de Ourense (ES)

**Partners:**

- ES: Secretaría Xeral para o Turismo. Consellería de Cultura e Turismo. Xunta de Galicia; Concejo de Verín
- PT: Câmara Municipal de Chaves; Turismo do Porto e Norte de Portugal; ER: Sociedade Portuguesa de Hidrologia Médica; Associação de Termas de Portugal
The Duero-Douro EGTC, which is located in the northeastern side of the Spanish-Portuguese border (La Raya seca), it involves 188 public entities, all located in districts of Bragança, Guarda (PT) and in the Provinces of Salamanca and Zamora (ES): 107 Spanish municipalities and 69 Portuguese civil parishes (freguesias) constitute a belt around the Duero/Douro river, which becomes the backbone uniting the implementation of ETC policies. The partnership also receives support from the University of Salamanca and the Polytechnic Institute of Bragança. The current CBC aims to support the socioeconomic development of these rural borderland areas by means of traditional economic activities, the environmental management of uplands as well as contrasting depopulation and unemployment in remote borderlands, focusing especially on the young generations. Practical joint interventions also focus on energy efficiency and restoring local infrastructures in order to reduce the environmental identity and economic dynamism of the borderland. Thirdly, it reinforces the social aspect by reconsidering the local environmental identity (based on the richness of biodiversity), and thus improving the quality of life.

The project Natural Border (“Frontera Natural”) aims in recovering, preserving and enhancing the shared natural heritage through the implementation of a common public policy, which favours the joint management of the territory. This initiative adopts the three pillars of sustainable development approach for the management of the Duero-Douro area. The first pillar involves the restoration and conservation of deteriorated areas by employing methods for preventing natural risks as well as the improvement of the environmental quality of these territories. Secondly, it promotes employment in rural areas and economic dynamism of the borderland. Thirdly, it involves volunteering recovery restoration initiatives, the cross-border “Contest of Exceptional Rural Environmental Conservation Areas (CARE)”, as well as creating several tables of participation. Useful tools for the territorial management have been developed, such as the Journal of Recommendations, Guide to Indigenous Biodiversity and other publications.

MAIN ACHIEVEMENTS
The main project outputs included the restoration of 89 deteriorated areas in the Duero-Douro municipalities, according to the strategic lines of the Integrated Municipal Environmental Action Plan. The interventions regarded cultural and historical heritage (e.g. ancient walls, water sources, and traditional laundromats), public spaces, footpaths and natural areas. The project followed a bottom-up approach by actively engaging the local population in many ways: cooperative volunteering recovery restoration initiatives, the cross-border ”Contest of Exceptional Rural Environmental Conservation Areas (CARE)”, as well as creating several tables of participation. Useful tools for the territorial management have been developed, such as the Journal of Recommendations, Guide to Indigenous Biodiversity and other publications.

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The New Aquitaine-Euskadi-Navarra Euroregion is located in the Western Pyrenees, is the result of a longstanding CBC between the Basque Government and the former French Region of Aquitaine, which presented the AE Common Fund (1992) to stimulate local and regional cooperation as well as the EEIG Aquitaine-Euskadi Logistic Platform (2004-2012) to promote intermodal transport (especially railways). In 2017 the Chartered Community of Navarre became the third official partner. The Euroregion participates in the POCTEFA Programme and supports local and regional CBC projects, according to the current 2014-2020 Strategy, which addressed several actions toward the joint R&D improvement, territorial sustainability, integration of mobility, environmental sustainability and improving the Euroregional governance system.

**TransferMuga!**

**PERIOD:** 2012-2013

**MAIN THEME:** Accessibility and Transportation

**Web:** [http://www.transfermuga.eu](http://www.transfermuga.eu)

Starting from the premise that mobility is a key issue for the Euroregional territory and that the citizens are not fully aware of the numerous possibilities of cross-border commuting, the projects aims to study the integration of different means of transport, providing a shared multimodal web platform (railway, highway, cycleway, ports, airports, etc.). The project started with a pilot area in 2015 (the coastal Bayonne-San Sebastián axis), and will progressively include the remaining Euroregional cross-border services. The web portal provides comprehensive and updated information on the possible cross-border commuting opportunities including car sharing and bike sharing.

**PROJECT DESCRIPTION**

The projects had two phases: the first phase focused on studying the habits of cross-border mobility in the Euroregional territory, contacting the majority of the public and private transport stakeholders. The second phase included many actions, among which the new multilingual web platform was created, providing a calculator of cross-border itineraries in the Euroregion Nouvelle Aquitaine-Euskadi-Navarra, with updated timetable of public transports (bus and trains). An important achievement was also the PassEusk, a combined ticketed transport system between the French bus company Transports64 and Basque train company Euskotren. In 2015 the existing bus line was extended to cover the route of Bayonne-Hendaya to Irun.

**MAIN ACHIEVEMENTS**

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The Bayonne-San Sebastián Basque Eurocity project started in 1993 through the CBC agreement between the Bayonne-Anglet-Biarritz District and the Provincial Council of Gipuzkoa. The territorial structure is characterised by 50 km of non-stop coastal urbanisation, enclosed by the Western Pyrenees and the Bay of Biscay. It represents the geographic and the economic core of the Eixo Atlantico. The municipalities collectively have a GDP sum that is above the European average. The main aim is to maintain a harmonious juxtaposition of different administrative structures for a new European metropolis of 600 000 inhabitants, in which infrastructure, urban services and government instruments are conceived together. In 1997 the Cross-Border Agency for the Development of the Basque Eurocity was established as an EEIG and the following year the White Paper was developed according to three main objectives (transport and infrastructures, urban development and natural heritage). In 2008 the cross-border strategy adopted two new goals: mobility and sustainable development.

### Project Description

**Project:** The aim of the redvert ("Green and Blue Network project") is to provide true green and blue corridors to the Basque Eurocity, which would allow territorial collectives to consider conservation challenges of biodiversity in their planning projects. The initiative, which got the POCTEFA and the EGTC Aquitaine-Euskadi financial support, comprises 3 phases: firstly carrying out a cartographic study on the ecological corridors of the Basque Eurocity (2012-2014). Secondly, developing a strategy and an action plan to preserve and enhance these corridors (2014-2015). Lastly, disseminating the study and strategy (2014-2015).

### Resources

**BUDGET:** 304 280 Euros  
**EU FUNDS:** 197 782 Euros  
**OWN FUNDS:** 106 498 Euros

### Web

[http://redvert.net](http://redvert.net)

The project managed to provide dynamic picture of the ecological state of the Eurocity, especially regarding the movement of species, and thus the conservation of biodiversity. In this way, a series of general and specific recommendations on key sectors have been achieved in order to preserve or restore the level of ecological functionality of the Eurocity. Its numerous deliverables include a meteorological guide, a cartographic atlas maps with a circulation of 120 000 and sectorial maps with a circulation of 25 000 and 50 000. A set of synthesis maps, a GIS database and metadata, many fact sheets of the identified ecological corridors and pedagogical materials for schools. In 2015 the strategy was further developed and the Redvert Congress took place for dissemination.
RESOT (Cross-Border territorial Social Responsibility) is an ambitious project dedicated to transforming the Bidasoa – Txingudi region into a space of territorial, economic, social and environmental responsibility. It fosters the creation of a stakeholder’s network based on jointly defined values, on the construction of the Territorial Social Responsibility (TRS). One of its main goals is to adopt and integrate ethical criteria within business management and thus eventually generating a common culture of cooperative social responsibility addressing such issues as competitiveness, sustainable development, responsible citizenship, democracy of proximity, polycentrism, multilateralism and governance. It includes the implementation of several parallel projects. The diverse themes requiring development range from entrepreneurship among disabled persons to promoting artistic creativity.

The project was developed in five consequential phases. Firstly the stakeholder’s network was designed and implemented involving a high number of partners from enterprises, educational stakeholders, associations, public administrations and local communities. Then the common TSR values were identified during several working sessions and thus eventually generating a common culture of cooperative social responsibility addressing such issues as competitiveness, sustainable development, responsible citizenship, democracy of proximity, polycentrism, multilateralism and governance. It includes the implementation of several parallel projects. The diverse themes requiring development range from entrepreneurship among disabled persons to promoting artistic creativity.

The Bidasoa Txingudi Cross-border Consortium, located within the AEN Euroregion, takes its name from these two geographical features: the Bidasoa River, which starts in the neighbouring Navarrese mountains and flows into the Bay of Txingudi, was considered the natural border between France and Spain for centuries. The location on the Bay of Biscay, gives the territory a clear maritime vocation. The consortium is composed of the municipalities of Hondarribia, Irún (in the Spanish AC of Basque Country) and Hendaye (French Department of Atlantic Pyrenees). The economy is characterised by a prominent commercial and industrial sector (Irún) as well as the fishing and the services sector (Hondarribia). Tourism is a strategic sector for the whole area (especially Hendaye) and seasonal population increases considerably during the summertime. CBC particularly addresses the strengthening of economic and cultural relations among the three municipalities, which is tangible in various cross-border festivals and in the joint promotion of tourism sector and transports. Regarding governance, the financial contribution to the consortium considers the population proportion of the different municipalities (50% for Irún and 25% for Hondarribia and Hendaya, respectively) and the right to vote in decisions becomes equal.

Accessibility and Transportation  Governance  R&I  Local Economic Development
Cohesion and Social Integration  Health  Security  Spatial Planning
Education and Culture  Environment  Partnership  Other

Main Achievements
The project was developed in five consequential phases. Firstly the stakeholder’s network was designed and implemented involving a high number of partners from enterprises, educational stakeholders, associations, public administrations and local communities. Then the common TSR values were identified during several working sessions and many target actions were designed. Thirdly, some selected actions are therefore implemented according to the three important TRS dimensions: economic, social and environmental. Altogether they are coherently linked with the EU Strategy 2020. TRS competences and skills have been identified and developed in several participants in order to assume the TRS valued inside the networks based on the triple helix model (governments, enterprises and universities).

Main Achievements
The project was developed in five consequential phases. Firstly the stakeholder’s network was designed and implemented involving a high number of partners from enterprises, educational stakeholders, associations, public administrations and local communities. Then the common TSR values were identified during several working sessions and many target actions were designed. Thirdly, some selected actions are therefore implemented according to the three important TRS dimensions: economic, social and environmental. Altogether they are coherently linked with the EU Strategy 2020. TRS competences and skills have been identified and developed in several participants in order to assume the TRS valued inside the networks based on the triple helix model (governments, enterprises and universities).
The “Portalet Space” EGTC is a cross-border institution promoting the development of CBC initiatives and providing coordinated, coherent and effective management of the two border areas around the Portalet border pass (1795 m above the sea level). The two partners (the AC of Aragon and the Department of the Atlantic Pyrenees) set two main priorities: firstly, the maintenance of the 56 km Portalet cross-border route, especially during the winter season, which is respectively 27 km on the Spanish side (towards the municipality of Biescas) and 29 km on the French side (towards the municipality of Laruns); secondly, the identification, promotion and implementation of CBC initiatives particularly in tourism, accessibility, heritage and culture as well as the development of economic activities of common interest. This EGTC can also expand its mission all over the territory covered by the two institutional partners provided that it is relevant for realising the projects of territorial cooperation and requires the competence of each member.

The Espalet project’s objective is to realise a joint building that works as a cross-border centre for social, cultural and economic dynamisation as well as a service provision, restoring the obsolete former French-Spanish custom (Portalet). The aim of the project is therefore to reinforce and strengthen cooperation among public administration, service operators and socio-economic actors on both sides of the border, promoting collaborative and participatory networking and cross-border exchanges. It also reinforces cooperation between regional and local institutions, enterprises and social stakeholders. These synergies foster a new conceptualisation of the “Portalet Space”, promoting the socioeconomic development of the borderland thanks to the support of recently established EGTC Portalet Space.

Among the results achieved by the Espalet project, the cross-border centre called “Portalet Space” has been built. It host temporary artistic expositions, institutional meeting as well as events for the economic promotion of the region. The cross-border Unit for Socioeconomic Dynamization “Dynamic Portalet” has been also established within the EGTC. The cross-border dynamization strategy will be based on the territorial diagnosis of the cross-border area. The joint website provide update and real time information concerning the state of the cross-border route (i.e. live webcams) and all the information regarding cross-border initiative synergic initiatives with the socioeconomic actors or the territory. Finally, the good practices database of CBC represent a source of innovative projects and new initiative that could be implemented in the Portalet Space.
The Pyrenees-Mediterranean Euroregion was founded in 2004 between the Spanish AC of Catalonia, the Balearic Islands and the former French regions of Languedoc-Roussillon and Midi-Pyrénées (the AC of Aragon is no longer part of the Euroregion since 2006). One of the priorities is to create a sustainable development cluster in the northwestern Mediterranean region based on innovations and the social and economic integration of the territory, fostering links between technological, scientific and cultural centres. The long-term vision is to become a hub of innovation and sustainable growth. Since 2009 the EPM adopted the EGTC status enabling the Euroregion to fulfil its objectives in terms of economic, social and territorial cohesion. It finances cross-border initiatives in culture, education and research and territorial cohesion. It finances cross-border initiatives in culture, education and research and territorial cohesion. It finances cross-border initiatives in culture, education and research and territorial cohesion. It finances cross-border initiatives in culture, education and research and territorial cohesion.

Main Achievements

Through the CREAMED project, the EPM was able to create a network for the main business incubators in the partner regions, thus promoting the creation of new businesses within the Euroregional territory. Only in the Perpignan area, the creation of a network of about 100 enterprises were supported and more than 1,400 young companies were formed. Internship programs for university students were also activated. A "Business Passport" was introduced as a tool for guiding the companies involved in the project towards greater competitiveness and internationalisation. The CREAMED incubators also adopted quality standards and the label certification for supporting new Euroregional businesses and networks. The current project "Links-up" took over the legacy of CREAMED by stimulating the growth and competitiveness of new high-tech companies.
Certanya represents a historical and geographical micro-region located in the Eastern Pyrenees. Since the Treaty of the Pyrenees (1659), the French-Spanish border divides the valley between the Upper Certanya (Occitanie Region) and the Lower Certanya (AC of Catalonia). The absence of the physical element of discontinuity in the territory and the historical social and cultural cohesion helped forge local cross-border interactions. This EGTC is the result of a long-term process of local institutional CBC, which started in the mid-1980s among the municipal and county’s administrations on both sides, which largely resulted from EU integration processes. It involves the Catalan County Council of Certanya and the French CC Pyrénées-Cerdagne. Currently, the Pirineus-Cerdanya EGTC promotes joint territorial actions to support local economic activities (e.g. the new joint abattoir, the recent SME cluster and the touristic enhancement of the territory) as well as social cohesion through many cultural and educational initiatives for engaging local communities. Recently, the CBC has extended to spatial planning for the joint enhancement of the common cross-border cluster and the touristic enhancement of the territory and the historical social and cultural cohesion values, as well as framing it as a central element of Certanya’s identity, cultural, social and symbolic landscape values, as well as refocusing it as a central element of Certanya’s identity.

In 2013 the Pirineus-Cerdanya EGTC supported the development of a Cross-Border Landscape Plan (CBLP), a pioneer experience in Europe. It was developed by the Landscape Observatory of Catalonia and the French Regional Park of the Catalan Pyrenees. It focuses on the economic, social and institutional local agents of Certanya and is supported by the local authorities. It aims to provide a strategic planning tool to promote an equitable local development based on the enhancement of the common landscape, i.e. the Certanya Enclosure. The CBLP also intends to increase social awareness of the economic, cultural, social and symbolic landscape values, as well as refocusing it as a central element of Certanya’s identity.

The CBLP has already achieved some important results. Starting with the analysis of Certanya’s landscape evolution, seven common quality goals have been identified as well as a common landscape glossary, a shared cartography and a specific handbook of landscape conservation have been made available online. In 2014 a public consultation was launched to improve the participatory process and two formative seminars were conducted in 2015. The project enables local government to overcome the divergence of French and Catalan planning systems of integrating the common strategy in their respective planning tools, which altogether could lead to an effective cross-border territorial integration.
**International Tagus Natural Park**

**Countries:** ES / PT  
**Date of Creation:** 2005  
**Area:** 250 km²  
**Population Involved:** 119,353  
**Website:** http://www.turismotajointernacional.com

The International Tagus Natural Park was created in 2013 through the cooperation between the Spanish and the Portuguese governments. For its formalization, it took as reference another park of the Spanish-Portuguese border, the Gerês-Xurés cross-border Park, constituted in 1997. The natural protected area unites the adjoining Spanish Parques Naturales de Tajo Internacional and Portuguese Parque Natural do Tejo Internacional, which were respectively established in 2006 and 2000. On the Portuguese side, the park is part of the Castelo Branco district in the Centro region (2 municipalities). It is characterised by a sharp relief and low altitudes where the river Tagus and its tributaries intersect peniplains and ranges or meadows. It is particularly rich in biodiversity, in which the vegetation consists of largely of sclerophyllous and cork oak formations and abundant patches of scrub, as well as cultivated areas, extensive pastures and other formations. Among the most important animal species are the Iberian imperial eagle, Bonelli’s eagle, the black stork, the black vulture and the otter. Livestock and forestry are the main sources of income for the reserve’s small population. In 2016 UNESCO declared the International Tagus Park as a Transboundary Biosphere Reserve. The partners based the cross-border governance system on the Tagus international working community. The cooperation has led to the implementation of a joint strategy for sustainable development and legally constituted management bodies. It is designed to ensure continuity in strategic planning and joint projects as well as facilitate the formation of a European territorial cooperation group for the joint management of activities.

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**Hospital of Cerdanya EGTC**

**Location:** Puigcerdà (ES)  
**Date of Creation:** 2010  
**Date of Activity:** 2014

**Main Resources:** 64 beds (Hospitalization); Outpatient unit; External consulting rooms; Neonatology; Surgery area with 4 operating theatres and 1 endoscopy room; Haemodialysis service; Imaging: Magnetic resonance, CAT, Doppler ultrasound, Mammography, Orthopantomograph, Conventional X-ray equipment.

**Website:** http://www.hcerdanya.eu

The Hospital of Cerdanya represents the first cross-border hospital in Europe. It is a very crucial health care facility for the local population. Historically, the main hospital of the valley was originally in Puigcerdà; it catered to the Upper Cerdanyan population and its facilities were either located in Prades (60 km far from the valley) or Perpignan (100 km away). Despite the geographical proximity, cross-border visit flows to the hospital in Puigcerdà were scarce, which could be attributed to the French-speaking population’s “lack of trust” in the Spanish healthcare system. However, when the road connection between Upper Cerdanya and Prades was cut due to adverse weather conditions in 1996 and 2001, such events presented the opportunity for changing such prejudice or biased perception. In 2001 local and regional authorities considered the idea of a new joint hospital in Puigcerdà. In 2003 the regional administrations, together with the respective healthcare agencies, signed the first CBC agreement. The successful feasibility study funded in 2003 by the INTERREG IIIA led to the realisation of the executive project, co-funded by the POCTEFA 2007-2013 (€18 millions). The new joint managing authority adopted the EGTC status in order to simplify future bureaucratic and legal issues. After considerable years of delay, the hospital opened its doors in September 2014. The 2017 official statistics appear encouraging: around 30% of the admitted patients were from Upper Cerdanya. Beyond the project of a single infrastructure, the new hospital represents the core of the future health district of Cerdanya.
WESTERN EUROPE

EUROREGIONS
• North West Region Cross Border Group (NWRCBG)
• Irish Central Border Area (ICBAN)
• East Border Region Ltd.
• CAWT Region
• Dunkirk-Flandre-Côte d’Opale region and West Flanders EGTC
• Lille-Kortrijk-Tournai Eurometropolis
• Alzette-Belval EGTC
• Saarmoselle Eurodistrict
• Meuse-Rhein Euregion
• Scheldemond Euregio
• Kerkrade-Herzogenrath Eurode
• Rhine-Meuse-North Euregio
• Rhine-Waal Euregio
• EUREGIO (Gronau Euroregion)
• Ems Dollart Region (EDR)

TRANSBOUNDARY PARKS
• De Zoom - Kalmthoutse Heide Cross-Border Park
• Maas-Schwalm-Nette Nature Park
• Bourtanger Moor-Bangerveem International Nature Park
• Wadden Sea World Heritage Site

CROSS-BORDER EQUIPMENTS
• Channel Tunnel
The North-West Region Cross Border Group (NWRCBG) was born out of the acknowledgement that common issues on both sides of the border can only be tackled by joint action. For this reason, this Euroregional structure fulfils a leading role in facilitating partnerships and coordinating the local actors for a double purpose: on the one hand, improving the quality of life and well-being of its inhabitants; on the other, tackling all border obstacles to economic growth. Geographically, the NWRCBG stands on the northwesternmost border area of the two Irelands, which encompasses two large rural and urban counties around their multi-faceted border (mostly land-based, but also fluvial and maritime). At the governance level, the two counties work together in a simple Executive Board with 11 elected representatives plus two advisory directors (a Chief Executive and a County Manager). While the organisation does not possess an official strategic document, the group hosts a common agenda for the alignment of public policies between the two regions to be integrated into future INTERREG strategies.

**Main Achievements**

Since its construction, the North West Regional Science Park had been evaluated as a successful CBC project that established an enduring knowledge and innovation structures for the competition levels of the cross-border area. It is already home to over 55 high potential startup enterprises employing over 400 knowledge experts. Both campuses are becoming the twin foci of the Knowledge Economy in the North-West Region. Furthermore, should both sites achieve maximum occupancy by 2019, the project would have the potential of creating up to 285 extra jobs on site and adding impetus to the creation of a knowledge-based economy in the cross-border territory.
**IRISH CENTRAL BORDER AREA NETWORK (ICBAN)**

**DATE OF CREATION:** 1995  
**COUNTRIES:** UK / IE  
**AREA:** 15,852 km²  
**POPULATION:** 844,804  

**HEADQUARTERS:** Enniskillen (UK)  
**CROSS-BORDER PROGRAMME (2007-2013):** Cross-Border Territorial Co-operation Programme for Northern Ireland, The Border Region of Ireland and Western Scotland  
**WEBSITE:** http://www.icban.com

The Euroregional structure ICBAN originated in the 1990s as a response to common developmental concerns of the central border region of Ireland. Its main objective is to be a dynamic model of best practice and partnership in cross-border development. It is part of the sister organisations, the East Border Region Committee and the North-West Region Cross-Border Group, and it covers a major part of the central land border separating the island of Ireland. At the institutional level, the ten counties from both regions underwent a Corporate Governance Review of the organisation in 2008 in order to improve its operativity. Today the renewed organisational structure includes a network assembly consisting of all elected representatives in the region plus Social Actors members from the affected areas; a series of permanent Working Groups; a Risk, Audit and Finance Committee; an INTERREG Reference Group for dealing with responsible authorities for European funding; a Steering Committee on Spatial Planning; a Management Board and a small administrative office with a CEO and two assistants.

**BORDER UPLANDS**

**PERIOD:** 2012 - 2015  
**MAIN THEME:** Local Economic Development  
**WEB:** https://www.keep.eu/keep/project-ext/9416/Border%20Uplands

The Border Uplands project represented an ideal opportunity for cross-border cooperation in tourism development in remote cross-border areas. The initiative proposed the restoration, upgrading and enhancement of the Marble Arch Caves Global Geopark, seeking to transform it into a world class tourism destination. Furthermore, the expected results included the set-up of joint marketing, education and management structures in the proposed area, with a general target of increasing tourist presence to ca. 15% over the following three years. The objectives of the project was sustaining tourism, in which Border Uplands aimed to increase the geotourism and recreational potential of the region, while also raising public awareness and stimulating pride in the heritage and culture of the border populations.

**MAIN ACHIEVEMENTS**

The project carried out a series of concrete interventions suitable for enhancing the Marble Arch Caves Global Geopark and the historical sites and routes inside it. On an infrastructural level, new countryside recreation infrastructure was generated within the area of the project (new walking trails; upgrading existing facilities; new signage of paths, routes and directions; litter bins; picnic areas; car parking, etc.) and a special investment was dedicated to the construction of a 160 m² Interpretative Centre that serves as an Info Point in the Burren Forest. On a marketing level, the area was better advertised through site interpretation, exhibitions, publications, maps and new websites, which altogether increased public awareness.

**AGENTS INVOLVED**  
**LEADER:** Fermanagh District Council (UK)  
**PARTNERS:** IE: Cavan County Council; Leitrim County Council; Sligo County Council  
**BUDGET:** 3,183,804 Euros  
**EU FUNDS:** 2,387,853 Euros  
**OWN FUNDS:** 795,951 Euros

**PROJECT DESCRIPTION**

- **Main Theme:** Local Economic Development
- **Period:** 2012 - 2015
- **Website:** [https://www.keep.eu/keep/project-ext/9416/Border%20Uplands](https://www.keep.eu/keep/project-ext/9416/Border%20Uplands)

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East Border Region Ltd. (EBRIL), formerly known as “East Border Region Committee” until 2006, is based on a large cross-border cooperation tradition in the island of Ireland. Since its inception, the organisation has been working together on developing general economic prosperity and improving employment and altogether the life quality of its inhabitants. Their efforts are focused on the northeastern region of Ireland between Belfast and Dublin, on the eastern part of the two borderlands, which is shared among three different Euroregional structures. At the institutional level, it presents a clear Euroregional structure with the presence of multiple bodies: a large Members Forum including all the territorial administrations, a medium-sized board for management and funds administration, an Audit and Governance Committee and a series of Project Steering Committees. During the INTERREG III period, EBRIL enjoyed its role as the “Implementing Body” for the Ireland/Northern Ireland programme. Today EBRIL continues to fulfil a strongly active role in both cross-border and transnational cooperation processes.

**iOTA**

**PERIOD:** 2013 - 2015

**MAIN THEME:** Local Economic Development

**Web:** http://www.eastborderregion.com/pages/index.asp?title=iOTA

The final aim of the iOTA project (“Innovation, Opportunity, Training & Advice”) was to implement a Regional Cross-Border Innovation strategy intended to fulfill the needs and develop the individual capacities of citizens and residents and SMEs in the region. Such professional evolution was conducted by incorporating important elements of innovation into the training and support of personnel. Furthermore, the project was divided into two separate strands for a more refined methodology of action. In Strand A, the process of raising awareness for innovation was aimed towards Pre-Incubation Support for new businesses. In Strand B, the innovation line was dedicated to already existing SMEs. The final goal of the project was to assess SMEs, micro-enterprises and individuals in order to help increase their innovative potential and contribute to the overall competitiveness of the cross-border region.

**MAIN ACHIEVEMENTS**

The project’s estimated outreach involved 360 innovative actors (including SMEs, micro-enterprises and individuals). A series of training courses and professional mentoring were addressed to all the actors involved. 260 cases were directly addressed under the iOTA project. 110 new businesses were supported in their birth by Strand A of the action, whereas 176 existing businesses benefited from Strand B. Another 74 businesses, albeit not directly eligible for support from the project, also attended for the purpose of relying on further investment programmes (e.g. Enterprise Ireland, Invest NI or InterTradeIreland). Altogether, the project effectively facilitated the processes of implementation and spreading awareness of the Regional Cross-Border Innovation Strategy among all the participating economic actors on the Euroregional territory.
CAWT REGION

DATE OF CREATION: 1992
COUNTRIES: IE / UK
AREA: 23 905 km²
POPULATION: 2 366 734

HEADQUARTERS: (London)Derry (UK), Manorhamilton (IE)
Cross-Border Programme (2007-2013): Cross-Border Territorial Co-operation Programme for Northern Ireland, The Border Region of Ireland and Western Scotland

WEBSITE: http://www.cawt.com

The Co-Operation and Working Together (CAWT) is a Euroregional structure that represents an interesting example of a mo- nothematic organisation that applies cross-border cooperation to the health and social care sector. The vision of the organisa-
tion is to increase the value of health services by adding an extra cross-border dimension to ongoing cooperation between the two countries, thereby allowing a further access to EU funds for extra activities for research and added quality of health services. The CAWT region covers the whole border between Eire and Northern Ireland, encompassing the other three Euroregions on the border that are mentioned in this catalogue, namely ICBAI, NWRCBS and the East Border Committees. It is essentially a partnership between the state departments of health and social services and the regional public agencies for health services of the regions located at the border. At the governance level, it is structured by a Development Centre that is responsible for facilitating CBC processes and managing allocated EU funding, a management board, an administrative secretariat, a series of thematic strate-
gy groups, official project boards and corporate support groups.

PUTTING PATIENTS FIRST

PERIOD: 2008-2014
MAIN THEME: Health
WEB: http://www.keep.eu/keep/project-ext/9418

In the case of the “Putting Patients First” project, the Euro-regional structure jointly negotiated with the INTERREG authority for funding an encompassing strategic initiative meant to support 12 R&D and service projects related to the health and social care sector. With the funding, the Development Centre and its specialised personnel could ensure a proper follow-up of the projects. Altogether, the overarching project was meant to improve the health and social wellbeing of residents living within the whole cross-border area by offering a range of specialists, targeted, ac-
cessible and sustainable cross-border health and social care services. Multiple fields were accounted for, such as improved access to information, modernisation of health services, health inequalities, and research and services geared towards obesity, autism and eating disorders.

Main Achievements

The multi-package of projects produced by the “Putting Patients First” initiative achieved a high number of results that certainly produced beneficial effects in all the affected areas. According to official statistics, beyond the successful execution of the 12 projects, ca. 53 000 people benefited from the CB dimension of the health and social care services. A further 43 628 people benefitted from the training initiatives stemming from projects. 166 specialized staff members were provided direct support and guidance. 121 new services were implemented. 50 community and voluntary organisations were partners in the project delivery. Most importantly, an additional €30 million were invested in health and social care, with a solid 80% of services that proved to be sustainable after the EU funding period.

Leader: DHSSPS/DoHC (Health Agencies) (UK/IE)
Partners (*) The partners are members of CAWT Region

BUDGET: 27 600 000 Euros
EU FUNDS: 20 700 000 Euros
OWN FUNDS: 6 900 000 Euros

Source: CAWT Region

Main Achievements

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BUDGET: 27 600 000 Euros
EU FUNDS: 20 700 000 Euros
OWN FUNDS: 6 900 000 Euros

Source: CAWT Region
The Dunkirk-Flandre-Côte d’Opale region and West Flanders EGTC acknowledges the presence of wide similarities in terms of territory, geography and cultural identity, often followed by large traits of common history between the regions. For this reason, the relatively recently generated EGTC believes in reconnecting the border area by following European integration ideals. This Euroregional territory is in the northwesternmost side of continental Europe on the Franco-Belgian land border, 100 km from Brussels and west of the Eurometropolis Lille-Kortrijk-Tournai. Regarding membership, this EGTC is quite multilevel in that it comprises public agencies and territorial administrations at provincial, regional and state levels. The EGTC began taking form after four years of initial relations that developed from the experimental cross-border practices and exchanges through sports events for the inhabitants of the respective regions. The project intended to consolidate in its activities the potential networks among teams on both sides of the border as well as institutionalise the official organisation of CB events. It also focused on the production of internet platforms and methodological guides for protocols in realising such activities. Some of the competitions realised during the timeline of the project included volleyball and beach volleyball, cycling, marathon running and sailing. A special focus was also given to Paralympics athletes and activities.

**Main Achievements**

The TransSport project, also known as “Sports people without borders” was a project concerned with consolidating cross-border practices and exchanges through sports events for the inhabitants of the respective regions. The project intended to consolidate in its activities the potential networks among teams on both sides of the border as well as institutionalise the official organisation of CB events. It also focused on the production of internet platforms and methodological guides for protocols in realising such activities. Some of the competitions realised during the timeline of the project included volleyball and beach volleyball, cycling, marathon running and sailing. A special focus was also given to Paralympics athletes and activities.

**Main Themes**

Cohesion and Social Integration


**Period**: 2012-2014

**Leader**: Syndicat Mixte de la Côte d’Opale - SMCO (FR)

**Partners**

CB: EGTC West-Vlaanderen/Flandre-Dunkerque-Côte d’Opale

BE: Province de Flandre occidentale - PFO; Bloso


**Budget**: 600 558 Euros

**EU Funds**: 308 880 Euros

**Own Funds**: 291 678 Euros

**Agent Involved**

SMCO (FR)

**Project Description**

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The Eurometropolis Lille-Kortrijk-Tournai holds the record as the first ever EGTC established in Europe. Its main objective is to be a hub for all cross-border information, activities and services in the whole border region, improving the quality of life of inhabitants as well as socioeconomic qualities. It is located near the northernmost part of the French-Belgian land border, and it encloses the urban districts and towns surrounding the three main cities, for which the organisation is named. Before establishing this Eurometropolis EGTC, this territory already had a long CBIC trajectory, having set up a “Standing Inter-Communal Cross-Border Confer- ence (COPIT)” in 1991. Today its institutional structure is highly multilevel-focused and relies on a political deliberative assembly, a smaller executive management board led by a president and three vice presidents, an agency office for administrative purposes and two innovative forums, i.e. the civil society forum (for consultative purpose of NGO actors) and the Mayor’s Conference.

This Eurometropolis is also ambitious in pursuing integrated territorial development through its own 2020 Eurometropolis Strategy.
Unlike the general regionalist trend, the Alzette-Belval EGTC manages a cross-border region, in which both the French national state and the Grand Duchy of Luxembourg have taken a key interest in the economic development of the area. With this cross-border strategy, this EGTC is striving for a joint restoration of the whole land border territory between the two countries. Specifically, it wants to introduce new urban synergies, revive industrial capacities and restore the old areas in a fully sustainable environment. On the institutional level, this EGTC emerges as a joint effort between the French “National Interest Operation” established by its own institutional body (Public Management Establishment Alzette-Belval, EPA) and the Belval Project Funds. Even with distinctive national strategies and the presence of the bigger Grande Region cross-border organisation, the local actors clearly saw the advantages of achieving greater coordination by harmonising the projects and thus designed a joint local EGTC strategy. The EGTC is hosted by the French local council town Audun-le-Tiche (FR) and the second largest city of the Grand Duchy, Luxembourg City (LU).

**Main Achievements**

The project successfully implemented targets by carrying out proposed analysis activities. The study included a general neutral energy analysis for all the buildings included in the selected testing cross-border area. It also conducted a series of reports and studies detailing all the proposed factors for successful implementation (including costs and impacts and ideal partnerships for ventures) published on the ENGIE partner website. Most importantly, the project provided the basis for new INTERREG projects in the 2014-2020 period, pushing for further cross-border action in energy efficiency and joint transportation.
The blue band of Saar 2: Saar life: The implementation of space vision, phase 2

**Period:** 2011-2014

**Main Theme:** Spatial Planning

**Web:** [http://www.saarmoselle.org/](http://www.saarmoselle.org/)

The project has given rise to a cross-border process of planning and implementing the development of the urban river landscape. It covers the entire Saarland valley from Sarrelbourg to Vianden including its undeveloped areas, urbanized areas and coal and conversion sites on both sides of the border. The project seeks therefore to rescue the common landscape by providing renovated accessibility to the fluvial area through introducing an innovative valorisation towards the life quality of the area’s inhabitants. Furthermore, the cross-border spatial planning experience has allowed for the consolidation of a more accessible common space for citizens of both countries. In practical terms, the role of the Eurodistrict was functional to coordinating joint planning and implementation, while the realisation of activities was mainly conducted by the responsible local authorities.

**Main Achievements**

The impact of the project over the territory is immediately visible. Both connections and common spaces located near the river have been improved by the experience of joint planning, hence improving general accessibility and a sense of common cultural valorisation of the historical heritage, the reconverted mining and industrial areas and natural spaces dedicated to leisure. The interventions, among other things, were based on activities such as the building of common walkways, picnic and playground areas, cycling paths and interactive tours. Such initiatives have also been accompanied by the creation of an internet website allowing a virtual tour of the area around the river, hence showing a 360° view of the site and practical information about each intervention realised around the area of the project.
In the Habitat Euregio project, 13 nature and landscape organizations from the 3-member countries collaborated for the protection of the green heart enclosed within the rural territories of the Meuse-Rhine Euroregion. The project included a selection of sub-activities dedicated to preserving the territory’s scenic value and richness of species. Actions included: the improvement of living areas of plants and animals; enhancing green connections and establishing natural barriers for limiting the uncontrolled spread of flora and fauna; creating a common platform for sharing ideas and experiences; communicating the efforts and results to residents, local authorities and private nature organizations.

**Sources:** Habitat Euroregio Project
SCHELDEMOND EUREGIO

DATE OF CREATION: 1989
COUNTRIES: BE / NL
AREA: 8 059 km²
POPULATION: 2 887 800

HEADQUARTERS: Gent (BE)
CROSS-BORDER PROGRAMME (2007-2013): INTERREG Flanders-Netherlands
WEBSITE: http://www.euregioscheldemond.be

The Scheldemond Euregio (Conseil de l’Estuaire de l’Escaut) strongly believes in the idea of borders as an artificial and unnatural dividing line in the historical Schelde area. Geographically, this Euroregional structure covers part of what was historically referred to as the “low lands” due to their low-lying coastal areas. Thus, the euroregional territory includes three Belgian and Dutch provinces divided by both a land and maritime border on the Atlantic Ocean. At the organisational level, the Scheldemond Euregio’s governance is highly structured and the institutions are strongly considered in the decision-making processes. The so-called Scheldemondraad (or Scheldemond Council) is the political assembly for cross-border decisions and it has developed thematic “departments” (which represent more structured committees) for policies in 11 different fields. Apart from the usual Euroregional secretariat providing administrative support, this Euroregion also provides an umbrella structure associating the INTERREG agencies, a local EGTC (Linieland van Waas and Hulst), the Cluster Development Fund, the European Union and the Flemish and Dutch authorities, a local LGTC (Limieland van Waas and Hulst), the Cluster Channel Zone for local border municipalities and even a EURES dedicated cross-border network for employment. Finally, the Euregio was also one of the first Euroregions in Europe to prepare a 2020 strategy. In 2020, it will be the future Grensregio Vlaanderen-Nederland.

The Hydrogen Region Flanders-South Netherlands focused on the development of hydrogen-fuelled technologies to expand an alternative renewable energy market. Thanks to a partnership led by a leader company in the region (i.e. WaterstofNet), the activities substantially focused on sustainably produced hydrogen in the fields of education, production, infrastructure and its insertion in “early markets”. Furthermore, in order to improve the visibility and results of the pioneer activities, the leader partner was also appointed as main mediator with the European organisation of hydrogen regions and cooperated actively with the European Hydrogen Association. The final tasks of the project later included several demonstrations of hydrogen-fuelled technologies in several civilian and commercial uses and education programmes for universities.

HYDROGEN REGION FLANDERS-SOUTHERN NEATHERLANDS

PERIOD: 2009 - 2012
MAIN THEME: Energy
WEB: http://www.waterstofnet.eu/nl

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The “Hydrogen Region” project is also listed as one of the top budget projects among the cross-border projects. Thanks to the multiple ramifications brought about by the development of hydrogen-fuelled technologies, the project provided: the production of a fuel cell test facility on hydrogen; two relocatable hydrogen fuel stations; a demonstration of a system on photo-electrolyses; testing and demonstration of public transport fuel cells, member universities, production, infrastructure and its insertion in “early markets”. Furthermore, in order to improve the visibility and results of the pioneer activities, the leader partner was also appointed as main mediator with the European organisation of hydrogen regions and cooperated actively with the European Hydrogen Association. The final tasks of the project later included several demonstrations of hydrogen-fuelled technologies in several civilian and commercial uses and education programmes for universities.

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Main Achievements

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The idea behind the “Border InfoPoint Aachen-Eurode” establishment project was to create a transparent cross-border labour market that promotes an attractive business market with an international appeal. For this reason, the project partnership recognised the need for consolidating a suitable and permanent information structure for all European border citizens from this Euroregional territory, who are commuting or permanently transferring to the neighbouring country. Therefore, the project activities included acquiring office spaces, hiring relevant personnel and specialised training provided by the Euro Institute Strasbourg/Khel for facilitating setup operations in the Eurode Business Centre Kerkrade-Herzogenrath. The Border InfoPoint revealed itself as a new useful service capable of embodying the support of 11 public and private actors (local and provincial actors plus chambers of commerce), who bear the yearly costs of the organisation. Apart from sustaining its initial goals, the InfoPoint provides itinerant workers practical solutions for specific problems relating to tax and insurance laws, housing and other services across the border. Furthermore, beyond this informative role, it has recently started a new series of autonomous initiatives in order to also dialogue with companies and generate its own business management plan to expand its operations. The InfoPoint is also connected to the “TaskForce Net” network from the Euregio Meuse-Rhin and the “GRENZNETZ” network for cross-border mobility.
The Rhine-Meuse-North Euregio strongly emphasises its role as a facilitator of mutual understanding among its inhabitants, deepening contacts and stimulating cooperation on all fronts (with a particular focus on the business sector). Located north of its sister organisation, the Meuse-Rhine Euregion, it specifically focuses on the Dutch-German urban, rural and fluvial areas surrounding the land border. At the membership level, this Euregio not only includes public administration actors, but also two main chambers of commerce from both sides. At the organisational level, this Euregio comprises of a General Meeting Committee for political decisions on common strategies and an Executive Committee for implementations and project decisions. Furthermore, the organisation relies on a director and a secretary. The administrative building also hosts a large space for staff dealing with project coordination as well as offices for the corresponding INTERREG authority. Finally, the levels of integration of this Euroregional structure led to the preparation of a Euroregional Vision 2014-2020 document for strategic orientation and deepening contacts and stimulating cooperation on all fronts (with a particular focus on the business sector). Located north of its sister organisation, the Meuse-Rhine Euregion, it specifically focuses on the Dutch-German urban, rural and fluvial areas surrounding the land border. At the membership level, this Euregio not only includes public administration actors, but also two main chambers of commerce from both sides. At the organisational level, this Euregio comprises of a General Meeting Committee for political decisions on common strategies and an Executive Committee for implementations and project decisions. Furthermore, the organisation relies on a director and a secretary. The administrative building also hosts a large space for staff dealing with project coordination as well as offices for the corresponding INTERREG authority. Finally, the levels of integration of this Euroregional structure led to the preparation of a Euroregional Vision 2014-2020 document for strategic orientation and daily action in the region, either with or without subsidy instruments.

The HARRM project stands for “Development of Integrated Hinterland Traffic and Logistics Systems as a Sustainable Factor for Increasing Cross-Border Value Creation”. Indeed this Euroregional territory is known for its high density of logistical added value and high trade levels. Thus, the project looked for alternative ways of relocating increasing road and railway trade traffic by focusing on the role of internal river ports from the two major rivers of the area. It aspired to do so by engaging in a series of feasibility studies and surveys involving the specific hinterlands ports that were searching for a new operational plan for cross-border traffic.

**Main Achievements**

The HAARM project aimed to achieve a series of outputs dedicated to the research of an alternative modality for logistics and goods transport in the Rhine and Meuse rivers. It conducted a survey of all the involved inland port structures and developed a SWOT analysis for cooperative development and efficient use of resources. Specific research was also conducted on cross-border freight traffic and alternative modes of transport. The study developed a multimodal procurement concept for agrologistics, in cooperation with relevant biomass shippers for the local biogas plant. Similarly, carriers have developed new logistic scenarios for rail or inland waterways in the event of relocating fresh produce and other perishable goods. All relevant results were finally disseminated to the local public and private stakeholders.

**Resources**

**EU Funds:** 586 992 Euros

**OWN Funds:** 586 991 Euros
The main objective of the Rhine-Waal Euregio is to improve and intensify cross-border cooperation in the field of economy and society, bringing partners together in order to develop synergies for new joint initiatives. The Rhine-Waal Euregio covers another substantial portion of the Dutch-German land-river border, being located on the northern side of the Rhine-Meuse-North Euregio. At membership level, the Euregio also includes the two main chambers of commerce of the border area as private actors. At the institutional level, the Rhine-Waal Euregio presents a strongly multilevel component with the presence of a Euregio council for political decisions, 3 permanent thematic committees, a presidency and an executive board, a large secretariat (also hosting the INTERREG authorities) and a series of Euregio Ambassadors on the territory whose task is to create local networks for stimulating new CBC participation. The long tradition of cooperation also allowed the presence of a Strategic Agenda 2020, and the Euregio even relies on a Euregio Forum structure within its secretariat for hosting all kinds of cross-border and non-commercial in nature meetings.

The SMART INSPECTORS project acronym is an abbreviation of “Smart Aerial Test Rigs with Infrared Spectrometers and Radars”. The project dealt with innovation techniques for precision agriculture and environmental research. It involved the development of small sensors and special cameras to be mounted on small UAVs, drones and microcopters. Then the data analysis was meant to be delivered to farmers from the project area. It allowed them to check the general performance of the crops and identify those areas requiring special care without having to take samples or waiting for satellite imaging. More specifically, the development also included a digital database, to which all pictures and data are sent and a Smartphone app for farmers to access the service.

The new technology developed during the SMART INSPECTORS project enabled the production of a lighter and more efficient technology to be patented and licensed for precision agriculture. The new technology successfully performed more than 200 flights at more than 70 sites. All legal aspects of such technology were also studied on both sides of the border. At the same time, in 2012 the city of Cleves awarded the project a University Prize for Economic Development. The project was also supported by a big workshop on the functionality of technology and a series of presentations in local science and agricultural fairs for future contracts and applications.
EUREGIO (Gronau Euroregion)

DATE OF CREATION: 1958

COUNTRIES: DE / NL

AREA: 13 000 km²

POPULATION: 3 370 000

HEADQUARTERS: Gronau (DE)

CROSS-BORDER PROGRAMME (2007-2013):
INTERREG NETHERLANDS - GERMANY

WEBSITE: http://www.euregio.eu/en

Being the first real example of modern European cross-border cooperation, the historically famous Gronau Euroregion (widely known as “EUREGIO”) is considered the true mother of all Euroregional structures. EUREGIO’s mission is to develop its cross-border territory into one strong and integrated area of resources, whereby the many negative border effects have been overcome. Furthermore, the organisation itself promotes and integrates strong European integration morale into its actions by consistently sponsoring EU goals and policies across its territory and all over Europe. It is located approximately at the centre of the Dutch-German land border, comprising a mix of urban and rural areas. At the institutional level, EUREGIO presents one of the most structured Euroregions in the EU. It organises an association meeting with representatives of all members; it possesses a large political council aided by stable sectoral committees and equips selected SMEs with new technologies.

MECHATRONICS R&D FOR SMEs

PERIOD: 2009 - 2015

MAIN THEME: Local Economic Development

WEB: http://www.euregio.eu/de/project/mechatronik

The “Mechatronics for SMEs” project aimed at the development and massive introduction of cross-sectional and key technology mechatronics in SMEs beyond the standards currently available. The aim is to develop the manufacturing technology and stabilise the production steps towards cooperating with system suppliers. Furthermore, the project responded to an active need for improving technological requirements in companies, which could not autonomously support the costs. Given this, the project’s activities included consulting services for the application of mechatronics in the targeted SMEs, the funding of feasibility studies for the different types of businesses involved and, most importantly, the realisation of mechatronic experimental development projects for purchasing and equipping selected SMEs with new technologies.

MAIN ACHIEVEMENTS

As far as the publication’s selection for an outstanding and possibly unprecedented budget, this particular CBC project breaks a record. “Mechatronics for SMEs” provided 186 total consultations to dedicated businesses in the area. From this number, 95 of the selected businesses were provided partial financing to conduct mechatronic feasibility studies within the industrial processes, while 87 further SMEs were approved for developing and implementing projects of mechatronic technologies. Beyond the clear positive effects that can be seen in the development of the businesses in the area, the project also supported the creation of around 25 new jobs for highly skilled workers and around 650 new jobs in the participative companies to be created in the long run for sustainably implementing new activities.
EM S D O L L A R T R E G I O N ( E D R )

Throughout its 40 years of existence, the Ems Dollart Region (EDR) continues to be a strong example of an entity that consolidates cross-border cooperation activities in the European heartland. Its clear European objective is to keep developing the border region in terms of economic development while overcoming cultural barriers between the two populations. Furthermore, it strongly tackles the legislative obstacles involved in CBC, and endeavours to reduce them as much as possible. The EDR is located in the northernmost part of the German-Dutch border, encompassing both a land border and maritime border along the Ems-Dollart Strait. At the institutional level, upon signing of the Treaty of Anholt, the Euroregion’s legal structure was improved. Today the EDR has a public body with a high multilevel perspective, including both public and private actors in its membership (e.g. chambers of commerce and regional development agencies). The EDR is comprised of a general council and a more focused board of directors for executive decisions.

DIAMANT

The objective of project DIAMANT (acronym of “Development and Innovations in Advanced Microsystems and Nanotechnology”) is to promote cross-border cooperation between businesses and research institutes in the micro and nanotechnology sector. The main idea behind the project was to facilitate industrial research and experimental development in two German-Dutch sectoral areas. The experimental fields included miniaturization and integration of electronic, mechanical and sensory functions in micro electro-mechanical systems as well as experimenting on photovoltaic solar cells and battery management. Such activities have also been further funded in terms of consultation for the joint successful launch of the new tested products.

Thanks to its solid industrial plan and the substantial budget secured for the highly innovative initiative, the DIAMANT project managed to successfully mobilise a strong joint venture in high-tech production. The project generated a total of 6 sub-projects and relevant consortia (i.e. Nanosol; MOPED; Sm2ZAPF; Micro BLM; Ambupress; Density Core). The whole project managed to bring together industrial clusters and regional business promotion initiatives across the border, facilitating the creation and consolidation of innovative business networks committed to long-term cooperation. Most importantly, it helped create around 300 new stable jobs across the participating territories, both in the EDR and in the Rhein-Waal Euregio.

MAIN ACHIEVEMENTS

PROJECT DESCRIPTION

PERIOD: 2010 - 2015
MAIN THEME: Research and Investigation
WEB: http://www.eu-opportunities.eu/eu-projects/diamant

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Thus, the general purpose of the project reinforced cooperation between businesses and research institutes in the micro and nanotechnology sector. The main idea behind the project was to facilitate industrial research and experimental development in two German-Dutch sectoral areas. The experimental fields included miniaturization and integration of electronic, mechanical and sensory functions in micro electro-mechanical systems as well as experimenting on photovoltaic solar cells and battery management. Such activities have also been further funded in terms of consultation for the joint successful launch of the new tested products.

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**De Zoom - Kalmthoutse Heide Cross-Border Park**

**Countries:** BE / NL  
**Date of Creation:** 2001  
**Area:** 60 km²  
**Population Involved:** 77,122  
**Web:** http://www.grensparkzk.be

The De Zoom-Kalmthoutse Heide represents the typical European case for a cross-border contested territory. The modern Dutch-Belgian border was only established in 1843, thus demonstrating de facto a common history of a region that was continuously governed by several feudal lords, who formed the two countries. Historically, the Belgian side of the CB Park also endured a strong fight between civil society and excessive industrialisation, as the area was already turned into protected landscape in the 1940s and officially became a state reserve in the 1960s. Curiously, a first historical attempt of generating a transboundary nature reserve already commenced but never concluded in the 1930s by the very same Belgian civil society. Geographically, the CB area is located on the central part of the Netherlands-Belgium border, and the park itself is split evenly in two parts by the frontier. Furthermore, in 2011 the CB park area was expanded from 40 km² to 60 km². Today the De Zoom-Kalmthoutse Heide area is managed by Benelux and EU patronage via a Special Committee for political steering and a Steering Committee assuming the role of an executive board. The CB Park therefore has the autonomy for managing its own projects through European or national funding.

**Maas-Schwalm-Nette Nature Park**

**Countries:** NL / DE  
**Date of Creation:** 2002  
**Area:** 870 km²  
**Population Involved:** 1,377,118  
**Web:** http://www.naturpark-msn.de

The Maas-Schwalm-Nette is a cross-border nature park that takes its name from the 3 surrounding rivers that flow along its territory. Despite its relatively recent creation in the early millennium, the original Schwalm-Nette CB Nature Park was already established in 1965, and is now integrated into the current structure. With more than 50 years of active cooperation, the park represents yet another good example of CBC structure along with the highly active Dutch-German border. It is located on the Southern part of the frontier, ca. 60 km west of the German city of Dusseldorf. Aside from coordinating normal tasks of the recreational areas and public relations work, the organisational structure administering the park intends to provide an interface for cross-border contacts and information exchange, especially in view of planning and executing cross-border projects. At the governance level, the Maas-Schwalm-Nette Nature Park groups all its territorial administrations members into a general association meeting for political steering and an executive association board for the daily administration of the cross-border area. The CB Park actively makes use of the relevant INTERREG programme to execute projects with a strong border component in the hopes of promoting lasting development and touristic prosperity for the natural reserve.
The International Nature Park Bourtanger Moor – Bangerveem was not always the natural reserve known today. As a matter of fact, up to the 19th century it was even considered as a sinister and menacing territory irrespective of the borders that crossed it. Such landscape has been however considerably transformed thanks to extensive human action, which introduced settlements, peat mining and agriculture landscapes that shaped the moors landscape.

Geographically, this prevalently rural area is located on the northern part of the Dutch-German land border, some 140km west from the German city of Bremen. As an institution, the Nature Park Consortium has been created to guarantee the preservation and maintenance of the specific natural conditions, but also for the development of recreational/educational facilities and visitors relations. Furthermore, the organization considers the economic, cultural and social issues associated with the Park and its inhabitants. At the governance level, the CB Park is administered jointly by almost all the public territorial actors around it, including municipalities, counties and provinces from the two sides of the border. Most importantly, the Nature Park Consortium has achieved the capability of managing both national and European funding for the realisation of its own projects, some of which through INTERREG funding.

Source: Bourtanger Moor-Bangerveem International Nature Park

The Wadden Sea World Heritage Site is a widely recognised cross-border maritime area, whose future is ensured by the cooperation among Denmark, Germany and the Netherlands. It is located in the southeastern part of the North Sea, spanning from Den Helder in the southwestern part across the barrier islands of the Dutch coast, the German Bight and the Danish coast towards Blåvandshuk in the northeastern part of Denmark. The Wadden Sea is also the largest system of intertidal sand and mud flats in the world, with transitional zones alternating land, sea and freshwater environments. Furthermore, it is also a crucial point in Europe for migratory birds, with up to 10 to 12 million birds passing through it annually. At the institutional level, the area is administered by the Trilateral Wadden Sea Cooperation, which is represented by the Council of the National Ministers on one side and the Wadden Sea Board on the other at decision-making level. The organisation is further structured by the presence of thematic task groups responsible for general planning and projects, while the Common Wadden Sea Secretariat is in charge of implementation and support tasks and deals with experts and network groups involved in the CB area. Thanks to its long CBC tradition and numerous achievements, UNESCO officially recognised the Wadden Sea as a World Heritage in 2009.

Source: Wadden Sea World Heritage Site
The Channel Tunnel (sometimes nicknamed and shortened as the Chunnel) is an historical European railway tunnel linking the city of Folkestone in the region of Kent, UK and the city of Coquelles in the Pas-de-Calais region in France. The tunnel offers services to high-speed Eurostar passenger trains, the Eurotunnel Shuttle for road vehicles as well as freight trains. The idea for a cross-channel tunnel has been around a very long time; according to old sources, it was mentioned as early as 1802. However, the turn of events during the 19th and 20th centuries prevented any real plans of constructing the cross-border equipment. Real talks about its development only began with the winds of imperialism dying down and after WWII and the uncertainty about UK’s role in the old European institutions had been settled. The modern project only started its planning in 1979, while tunnelling was executed between 1988 and 1994. In the same year, the American Society of Civil Engineers elected the tunnel as one of the seven modern Wonders of the World. Today The Chunnel reaches impressive levels in passenger and freight transportation statistics. However, it also stands at the centre of the debate concerning migrants in Calais - an issue that began in 1997 and continues to be heightened by the recent crises in the Middle East.
CENTRAL MEDITERRANEAN AND ADRIATIC

EUROREGIONS

- Adriatic-Ionian Euroregion
- Gorizia-Nova Gorica EGTC
- Sicily-Malta Cross-Border Region

TRANSBOUNDARY PARKS

- Maritime-Alps Mercantour European Park
- Mont Viso Cross-Border Biosphere Reserve
The Adriatic-Ionian Euroregion, formerly called Adriatic Euroregion, is one of the largest cross-border and interregional cooperation organisations on European soil. In terms of borders, this Euroregional territory presents a large variety of land and maritime frontiers across six participating countries. Despite being created with the intention of generating a cooperation space for the entire Adriatic-Ionian area, i.e. from the Italian-Slovenian border, all the way down to Greece, a further purpose lies in the task of Europeanising the Euroregion towards those Balkan countries aiming for accession and integration in the European Union. Thus, it also promotes strong practices of multilevel governance even with its elaborate institutional composition. Due to its unconventional size, this Euroregion is also involved in transnational cooperation (INTERREG MED). It is governed by two main bodies: the General Assembly and the Executive Committee, which are responsible for the decision-making. The organisation also has a President and two Vice Presidents. The Thematic Commissions handle all thematic policies relevant to the Euroregion and facilitates interaction among the members.

As its main achievement, Adrigov succeeded in increasing the capacity of the partnership and regional stakeholders in dealing with European instruments. Beyond this, the numerous outputs of the project include: creating a centre for European integration and EU accession with the goal of improving the knowledge and skills of the representatives of the involved local and regional authorities. Furthermore, its list of activities included effective training programmes structured around the improvement of EU funding management and general administrative expertise.

The project Adrigov (Adriatic Governance Operational Plan) intends to enhance cross-border cooperation in the Adriatic-Ionian Euroregion by focusing on two main objectives: promoting and adopting an innovative and participatory Adriatic Governance Operational Plan designed to constitute an effective governance model in the area, and realising a series of knowledge-transfer actions to enhance information and awareness on European integration and EU accession with the goal of improving the knowledge and skills of the representatives of the involved local and regional authorities. Furthermore, its list of activities included effective training programmes structured around the improvement of EU funding management and general administrative expertise.
The Gorizia-Nova Gorica EGTC is an active example of a local Euroregion structure borne out of a desire to achieve cooperation purposes among territories scarred by historical events and borders. The two towns, situated less than 50 km north of the Italian city of Trieste, are markedly split by the border cutting through the rural and urban landscape. Considering the relatively recent creation of the Slovenian state, it is clearly understandable how the pursuit of territorial cooperation policies represents a clear instrument for generating good relations and common development in the border region. After the negotiations commenced within the decade of 2010, the two towns decided to form together an EGTC (available since 2006) as a way of creating a cross-border organisation. The institutional structure of the EGTC is composed of the General Assembly chaired by a President, six permanent thematic committees and a technical director leading the administrative secretariat. Interestingly, most of the responsibilities inside the EGTC are without remuneration, as these tasks are perceived as being part of their own public administrations.

The TIP project planned a series of activities and events to support the functional coordination of Gorizia and Vrtojba truck terminals and intermodal areas of the “Villesse-Gorizia-Razdrto” motorway. The project is primarily dedicated to the infrastructure and accessibility level of the area included in the Euroregional territory. It focuses on improving the existing road system connecting the structures located on the border with urban areas nearby. With an eye on environmental sustainability, it also aims at improving restroom areas and facilities in the vicinity of the motorway. Finally, the project also executes preliminary analysis for future railway intermodal networks between the two territories.

The concrete achievements of the TIP project comprised a series of outputs dedicated to the area: the planning and design of missing road connections to the truck terminals (mainly on the Slovenian side) in terms of pedestrian and bike traffic; a general improvement of truck terminal services including restaurant modernisation, protected parking areas with video-surveillance and a coordinated signalling system for logistics; feasibility studies in terms of energy efficiency and renewables for the whole cross-border system; a legal study on the feasibility of a wide area including joint urban and territorial strategies; and finally, a preliminary study on railway junctions between national lines in Italy and Slovenia, designing the necessary extension of the intermodal junction and necessary renovations in the existing infrastructure.
The Sicily-Malta Cross-Border Region is one of the southernmost areas of CB cooperation inside the EU territory, and as such, it presents a number of interesting features. It is also one of the few European cases of active cross-border cooperation of islands. Both Sicily and Malta are located in the centre of the Mediterranean and the Strait of Sicily separating the two territories, which is approximately 92 km, clearly marks the extent of the maritime border. Despite the presence of historical and cultural ties, the creation of the Sicily-Malta border region was eventually stimulated by Malta’s accession into the EU in 2004, when the European Commission proposed to establish a dedicated INTERREG Italy-Malta programme between the autonomous region and the island state. Thus, at the institutional level, the border region shows the presence of INTERREG-derived institutions, e.g. the Management Authority or Joint Technical Secretariat, developing projects alongside the general cohesion policy agenda. However, recent attempts to constitute an EGTC in 2011 as well as the current trajectory in the evolution of the CBC processes seem to indicate a potential proto-Euroregional structure aiming for further development.

**VAMOS SEGURO**

The project VAMOS SEGURO (“Volcanic Ash Monitoring and FOrcast between Sicilia and Malta area and sharing of the results for aviation safety”) realised an automatic system for monitoring and forecasting volcanic ash dispersal between Sicily and Malta coming from Mt. Etna. It entailed the purchase and installation of new volcanic activity monitoring systems to help gather data on explosive activity and volcanic particles. Finally, the implementation of tephra dispersal models made the system capable of forecasting the locations and the height of volcanic clouds. The developed system is thus able to inspect the cross-border region between Sicily and Malta, where there is a high probability of finding dangerous concentrations of volcanic ash and gas. As a result, the surveillance system is also capable of producing alert systems, e.g. highlighting which affected airspace to prohibit passage to ensure aviation safety during incidents.

### Main Achievements

The project entailed the acquisition of new LIDAR technology for the activation of a surveillance system detecting the presence of volcanic ash between Sicily and Malta. The data was vital for conventional laboratory analysis and helped develop a practical methodology for forecasting the presence and trajectory of volcanic ash plumes. Most importantly, it secured a communication channel for the aviation of both the territories, thereby making an effective case for risk prevention measures against natural causes. Furthermore, the project also proved useful for the community as well as the social and productive activities of the interested areas. A typical example would be the frequent cases reported by storage facility personnel, who monitor forecasts for securing outdoor equipment and goods from occasional ash dispersal.
**Maritime-Alps Mercantour European Park**

- **Country**: IT / FR
- **Date of Creation**: 1987
- **Area**: 965 km²
- **Population Involved**: 1,837,896
- **Website**: [http://fr.marittimemercantour.eu](http://fr.marittimemercantour.eu)

Located at the western end of the Alps, the Argentera-Mercantour Massif covers nearly 100,000 hectares of protected nature. On the French side, the Mercantour is flanked by the French Parc National du Mercantour, and the Italian side by the Parco Naturale Alpi Marittime. Since their creation, the two parks have developed an increasingly close collaboration with the same objective of protecting and enhancing the cultural wealth and natural landscape as well as preserving biodiversity. So far, they have cooperated on ecological missions pertaining to the restoration of flora and fauna species, exchanges of expertise and personnel and the development of common management tools including a geographic information system. They also consult each other on topics pertaining to education, sustainable development and culture. First twinned in 1987, the two parks signed a charter of cooperation in 1998 with the objective of strengthening their cross-border identity. In June 2013, the Parks approved the creation of the EGTC to facilitate integrated projects. As a short-term goal, the EGTC plans to form a legal structure for the management of the protected area that is geared towards creating a truly cross-border European Park.

**Mont Viso Cross-Border Biosphere Reserve**

- **Country**: FR / IT
- **Date of Creation**: 2013
- **Area**: 4,270 km²
- **Population Involved**: 292,369

The cross-border Mont Viso region is a glacial cirque surrounded by valley floors, with Alpine and Mediterranean influence and a dry and sunny climate. At the ecological level, this region has an insularity still marked today by the presence of abundant endemic species. At the same time, it presents a shared history, which dates back to the 14th century and explains the strong links among the local populations. Even the establishment of a concrete mountain border between France and Italy has not diminished these enduring links whose current relations on cultural, environmental and economic events can attest to. Wanting to establish a full cross-border cooperation space, it took the actors of the territorial consortium ten years to be recognised by UNESCO as a “biosphere reserve”. Today the governance of the Mont Viso cross-border biosphere reserve is based on a participatory principle comprised of territory policymakers, socio-professionals and representatives of a Steering Committee, and supported by thematic work groups. A permanent cross-border secretariat attends to the coordination of the reserve. However, beyond its Euroregional structure as an official biosphere reserve, other actors are also responsible for the general management of the territory, e.g. the Natura 2000 Network led by EU member states.
CENTRAL EUROPE

EUROREGIONS
- Trinational Metropolitan Region of the Upper Rhine
- Regio PAMINA Eurodistrict EGTC
- Strasbourg Ortenau Eurodistrict
- Vis-à-Vis LGTC
- Freiburg Region and Alsace Eurodistrict
- Basel Trinational District
- Leman Council
- Greater Geneva
- International Lake Constance Conference (IBK)
- MontBLanc Space
- EUROPAREGION (Tyrol-South Tyrol-Trentino Euroregion)
- Via Salina Euregio
- Inntal Euregio
- Salzburg-Berchtesgadener Land-Traunstein EuRegio
- Inn-Salzach-Euregio
- Egrensis Euregio
- Euroregion Neisse-Nisa-Nysa
- Glacensis Euroregion
- Praded Euroregion

CROSS-BORDER EQUIPMENTS
- Europa 1 Fireboat LGTC
- Euroairport Basel Mulhouse Freiburg
- MontBlanc Tunnel EEIG
- Great Saint Bernard Pass Tunnel
- CEVA Railway Link
The Upper Rhine Trinational Metropolitan Region (RMT) is structured around the Franco-German-Swiss border and constituted by four territories: Alsace and the Pays de Bade, the Southern Palatinate and Northwestern Switzerland (i.e. the cantons of Bâle-Ville, Bâle-Campagne, Argovie, Jura et Solothurn). The RMT is enclosed by the Black Forest towards the east, the Vosges towards the west, the Pfälzwald towards the north and part of the Jura towards the south. Its territorial structure is highly polycentric and marked by a tight network of large, medium and small towns, each exercising different and complementary urban functions. Since the establishment of the Franco-German-Swiss Intergovernmental Commission in 1975, numerous projects and measures have been carried out by actors from the spheres of politics, economics, science and civil society, especially through Interreg initiatives. The RMT’s genesis goes back to the 1980s, when it was boosted by the cooperation between the Upper Rhine regional institutions (Tripartite Congress). In 2006 the metropolitan region’s concept was launched and two years later the joint declaration was signed. The RMT was officially recognised by national governments in 2010. It currently includes a joint territorial strategy.

**LUPUS BIOBANK UPPER RHINE**

**PERIOD:** 2011 - 2014

**MAIN THEME:** Health


Systemic Lupus (LS) is an autoimmune disease that mainly affects young women. The project aims to address the severity of LS and is therefore concerned with taking progressive steps in understanding this condition better, identifying the prognostic markers and new treatments. At the same time, any progress made in this field will be useful for other autoimmune diseases that generally affect 5-6% of population. One of the aims of the project is to create a comprehensive database for patients, which combines detailed clinical records with a complex Biobank that enables approaching the pathology by conducting multiple research projects. The project also helps doctors from the Upper Rhine intending to collect essential clinical data accompanying the patients’ biological samples.

**Agents involved**

**Leader:** HUS - Hôpitaux Universitaires de Strasbourg (FR)

**Partners**

FR: Centre Hospitalier de Mulhouse, Centre hospitalier de Colmar, CNRS - Centre National de la Recherche Scientifique, Region Alsace

**Budget:** 2 667 091 Euros

**EU Funds:** 1 333 545 Euros

**Own Funds:** 1 333 545 Euros

**Main Achievements**

Numerous research projects were started in the labs located along the Upper Rhine. These are mainly based on phenotype-genotype correlations, the search for prognostic markers and new therapeutic pathways. Due to the strong involvement of doctors from these research sites for the pathology concerned, a population enlargement is desirable to improve patient acquisition. The project networks many specialist clinicians of the Upper Rhine Region and also involves the health care structure of the Grand Est French region. 14 hospitals participate in the collection of clinical and biological data of about 3 000 patients; each clinic has a specific task contributing to the shared Biobank. Information exchange and network strengthening will contribute to improving CBC in the medical research field.
MANAGEMENT AND IMPROVEMENT OF THE FORMER LAUTERBOURG'S CUSTOMS BUILDING

PERIOD: 2008 - 2010
MAIN THEME: Spatial Planning
WEB: http://www.interreg-rhin-sup.eu/projet/aménagement-et-extension-du-batiment-de-lancienne-douane-a-lauterbourg

The building of the former customs office located in Lauterbourg, which already housed the INFOBEST mission (Information and Advice) and entrusted to the LGTC, now hosts all Eurodistrict cross-border activities. In addition to its highly symbolic civic value, this real estate development helped improved public reception. PAMINA's INFOBEST is a service centre providing information and advice on cross-border issues to individuals, companies, administrations, elected representatives and associations. The main objective is to facilitate understanding between France and Germany and reduce current obstacles related to the border. This centre is part of the INFOBEST network within the wider Upper Rhine cross-border region (INFOBEST Kehl-Strasbourg, Vogelsprung-Breisach and Palmarin).

MAIN ACHIEVEMENTS

Renovation was completed and PAMINA's INFOBEST started operating in 2011. The new building satisfies "Low-Energy Building" standards by means of an innovative heating system, i.e. the glass façade is equipped with solar panels that collect and reuse solar energy. The building includes a documentation area with brochures and documents on cross-border and European cooperation as well as French and German regional presses. INFOBEST deals with up to 3,000 advisory cases per year. In 2013 the "Pension task force" was launched to provide information and advisory services related to the German pension system of double taxation. It seems to be an innovative and useful service for ca. 30,000 retirees in the entire Upper Rhine.

PERIOD: 2008 - 2010
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According to its mission statement, the Strasbourg-Ortenau Eurodistrict is a Euroregional structure conceived to push boundaries, tear down administrative barriers and ease everyday civic life. The political agreement for cross-border cooperation between the two territories emerged relatively recently thanks to the opportunities provided by the celebration of the 40th anniversary of the Franco-German Élysée Treaty. The Eurodistrict is located on the central part of the Germany-France land border, which encompasses urban, rural and fluvial territories of Strasbourg and Orthenau along the Rhein. At the institutional level, the public actors from both sides form supportive groups around the General Council led by a president and vice president, which in turn, uses a bureau executive for developing the decided political orientations. The whole structure is further supported by a General Secretariat for administrative purposes. It is worth noting that having been only established in 2003, this already relies on a “Growing at 360°” joint strategy and in 2005, this further proceeded in consolidating a new experimental cross-border venture in the sector of CB health by also providing treatment to French inhabitants in their native language and breaking down administrative barriers for medical and legal issues. Furthermore, the centre employs a new approach by combining social, psychological and medical aspects associated with drug addiction. Today the centre possesses a total mission capacity for 120 patients, and each member of the bilingual personnel has been trained to attend to 50 patients. Beyond the legal and administrative logistics associated with the treatment of addiction, the centre employs a new approach by combining social, psychological and medical aspects associated with drug addiction. Today the centre possesses a total mission capacity for 120 patients, and each member of the bilingual personnel has been trained to attend to 50 patients.

The “Cross-Border Medical Cabinet for Addiction” project arose from a concrete need to establish a joint medical institution for drug addiction treatment in the border region. Initially as a way to avoid long commutes to the city of Offenburg (19 km away from Ortenau district) for German residents with addictions, gradually the need to establish a new centre close to the border also became very apparent and opened the possibility for a new cross-border type of initiative. As a matter of fact, the project’s activities were meant to ensure a proper start for the organisation and support its startup costs and the legal and administrative logistics associated with the managing both French and German patients. Beyond the INTERREG funding, the project was also supported by local donations from other local administrations.

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Since its inception, the project has been providing competent services for drug dependency treatment to around 600 people from the German side of the border. It further proceeded in consolidating a new experimental cross-border venture in the sector of CB health by also providing treatment to French inhabitants in their native language and breaking down administrative barriers for medical and legal issues. Furthermore, the centre employs a new approach by combining social, psychological and medical aspects associated with drug addiction. Today the centre possesses a total admission capacity for 120 patients, and each member of the bilingual personnel has been trained to attend to 50 patients.
**Vis-à-Vis LGTC**

**DATE OF CREATION:** 2004  
**COUNTRIES:** FR / DE  
**AREA:** 590 km²  
**POPULATION:** 136 733  

**HEADQUARTERS:** Erstein (FR)  
**CROSS-BORDER PROGRAMME (2007-2013):** Interreg Upper Rhine  
**WEBSITE:** https://www.vis-a-vis-online.eu

Vis-à-Vis is a small-scale cross-border LGTC structure located on the Upper Rhine French-German Border and has 136 000 inhabitants. Despite the proximity of the very active Strasbourg metropolis on cross-border cooperation, the rural territorial structure requires more specific attention. There is a long lasting tradition of CBC between the local administrations that dates back to the mid-1970s. Since that period, the main goal has primarily focused on improving the connections between the two sides of the rivers, namely the reconstruction of the cross-border bridge, which was destroyed during the World War II. In 2004 the LGTC status was adopted as a suitable cross-border institutional framework, its partners (German municipalities and French Communautés de Communes). The cooperation currently regards important sectors for cross-border daily life, such as transport (especially for student mobility), improvement of mutual linguistic knowledge, the promotion of scholarship conditions. Generally, German passengers stop in Alsace as a starting point for biking tours, shopping or dining out. Besides promoting both sides as weekend touristic destinations (especially the city of Obernai), even if the visits depend on weather conditions. Generally, German passengers stop in Alsace as a starting point for biking tours, shopping or dining out. Besides providing a basic transport service, this initiative seems to promote a certain economic dynamism among the local communities. The Vis-à-Vis bus supports local economic development by promoting so-called “slow tourism” initiatives, whereby passengers can also have the opportunity of bringing their bikes to discover natural and cultural heritage sites. This initiative also contributes to acquainting inhabitants and tourists alike with the French and German cultures of both sides the Rhine, i.e. the Alsatian and Ortenau cultures.

**PROJECT DESCRIPTION**

Aiming to improve local cross-border connection and promoting proximity mobility. In the late 1990s, Vis-à-Vis has implemented a cross-border seasonal bus line connecting the cities of Lahr, Erstein and Obernai and has recently become very popular among the borderland communities. Beyond mere transport, the Vis-à-Vis bus supports local economic development by promoting so-called “slow tourism” initiatives, whereby passengers can also have the opportunity of bringing their bikes to discover natural and cultural heritage sites. This initiative also contributes to acquainting inhabitants and tourists alike with the French and German cultures of both sides the Rhine, i.e. the Alsatian and Ortenau cultures.

**RESOURCES**

**BUDGET:** 60 000 Euros (per year, estimated)  
**EU FUNDS:** N/A  
**OWN FUNDS:** N/A  

**MAIN ACHIEVEMENTS**

In 2017 the Vis-à-Vis bus celebrates its twentieth season. Since its implementation, more than 13 000 users have benefited from this service. The bus runs twice every Saturday and also operates during French public holidays, e.g. July 14 and August 15. The bus can accommodate up to 40 bicyclists. According to recent news, this option promotes both sides as weekend touristic destinations (especially the city of Obernai), even if the visits depend on weather conditions. Generally, German passengers stop in Alsace as a starting point for biking tours, shopping or dining out. Besides providing a basic transport service, this initiative seems to promote a certain economic dynamism among the local communities.
### Platform for Cross-Border Employment – PETra

<table>
<thead>
<tr>
<th>Period:</th>
<th>2012 - 2013</th>
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<td>Main Theme:</td>
<td>Local Economic Development</td>
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The objective of the Cross-Border Employment Platform (PETRA) is to provide suitable matches between French jobseekers and German employers. The aim is to allow applicants from the French CC Essor du Rhin and the broader Pays Rhin-Vignoble-Grand Ballon to have privileged access to job offers across the Rhine. In 2006 the new bridge between the municipalities of Fessenheim and Eschbach on the Rhine provided new job opportunities in the Eurodistrict territory. The idea was to connect job seekers with the GewerbePark Breisgau Business Park located in Eschbach. To realise this objective, PETRA proposes actions for increasing opportunities by preparing candidates for the German job market.

### General Information

**Date of creation:** 2003  
**Countries:** FR / DE  
**Area:** 5 200 km²  
**Population:** 1 200 000

**Headquarters:** Mulhouse (FR)  
**Cross-Border Programme (2007-2013):** Intergo Upper Rhine  
**Website:** [http://www.eurodistrict-freiburg-alsace.eu/](http://www.eurodistrict-freiburg-alsace.eu/)

### Project Description

**Project Description:**

The Eurodistrict Region Freiburg-Centre and Sud Alsace is located along the Upper Rhine and covers the Freiburg Region (Landkreis Breisgau-Hochschwarzwald, Landkreis Emmendingen, Stadt Freiburg), the Pays de la région mulhousienne, the Pays Rhin-Vignoble-Grand Ballon, the Grand Pays de Colmar and the Pays de l’Alsace Centrale. In 2003 the partners signed a joint declaration paving the way towards a stable CBC. The formal agreement was finally signed in 2006. The local scale represents a very important territorial framework in which CBC transpires. Over the years, the five bridges on the Rhine have helped intensify cooperation among the municipal and intercommunal authorities, which actively participate in the governance’s structure as well as CBC activity. Education, transport, job market integration and the residents’ daily problem-solving processes constitute this Eurodistrict’s main action fields.

**Website:** [http://www.eurodistrict-freiburg-alsace.eu/](http://www.eurodistrict-freiburg-alsace.eu/)

### Priorities

- **Accessibility and Transportation**
- **Cohesion and Social Integration**
- **Education and Culture**
- **Governance**
- **Health**
- **Environment**
- **R&I**
- **Security**
- **Local Economic Development**
- **Spatial Planning**

### Main Achievements

Since its creation, PETRA has been particularly active in the sectors of grocery and retail commerce, transport, industry, construction and tourism. In 2013 almost 500 people were registered in the cross-border platform. The initial recruitment process was successful, whereby more than 80 jobseekers signed permanent or temporary employee contracts with German enterprises. PETRA also provides support for job seekers, in terms of translating documents (diplomas, CVs, etc.) into German or organising monthly meetings on cross-border working issues (i.e. taxation, health care assistance, etc.) in cooperation with INFOBEST as well as German and French employment agencies.
The Basel Trinational Eurodistrict (ETB) is characterised by a political, geographical, economic and administrative exceptionality: three countries, which includes one non-EU (Switzerland) at the core of the Rhein river and revolves around the cross-border agglomeration of Basel (CH), St.-Louis (FR) and Lorrach (DE). The area has a high economic attractiveness and important transport infrastructures, especially the Basel Airport. Since 1995 local authorities have undertaken CBC actions through Interreg programmes and Swiss funding. In 2007 the ETB was officially established and the current partnership includes 250 members (municipalities, CC, Swiss Cantons, etc.). Among its institutional bodies, the governance’s structure includes the Association for the Sustainable Development of the Territory of the Trinational Agglomeration of Basel (ATB) and the Agglomeration’s Conference, which mainly focuses on sectors, such as transport and mobility, regional and urban planning, social cohesion and cross-border citizenships.

In 2012, the cities of Basel (CH), Huningue (F) and Weil am Rhein (D) signed a planning agreement for a coordinated development of the cross-border territory (3Land). Convinced of the potential synergies of joint planning, the three cities took this unique opportunity to develop an innovative and sustainable cross-border territorial planning. The long-term transformation of the industrial zone of the ETB will be accompanied by economic and structural changes, whereby huge areas can be converted or re-used. The project covers 450 hectares, of which 82 hectares (equivalent to 120 football fields) could be allocated over the next ten years to real estate projects allowing the construction of sites for 20,000 jobs.

In 2011 the trinational team from LIN Architectes - Urbanistes was commissioned to develop an urban concept for the 3Land area. The urban concept presents several “Vision2020” projects. The joint urban development focuses on issues, such as environmental conservation and landscape enhancement, integrated mobility and multifunctional spaces. In the first planning convention of 2012, this vision served as a basis for defining a blueprint for working together. In 2016 the project partners signed a new planning agreement. Taking the Rhine river as the core element of the new urban concept, several interventions were defined: three new bridges, a new concept for mobility (X scheme), and several complementary developmental programmes (education centre, neighbourhoods and enterprise pole).
**MOBI-LEMAN**

**PERIOD:** 2012 - 2015  
**MAIN THEME:** Local Economic Development  

As the first cross-border tourist app for the Lake Geneva region, the "mobi-léman" is a CB project developed by the Consul du Léman, in cooperation with Aintourisme and the Franco-Swiss association "Léman sans Frontière". Three thematic itineraries and fifteen points of interest were proposed by the partners. The project promotes public transport and intermodal solutions. The mobi-léman app is free and helps users discover cultural, natural and historical points of interest along thematic itineraries on both sides of the lake. The app can be easily downloaded from the App Store or Google Play. This project was funded by the Council of Léman, the Léman sans Frontière touristic association and by the Interreg IV France-Switzerland CBC.

**MAIN ACHIEVEMENTS**

The mobi-léman project presents 19 thematic itineraries (on foot, by bike or car) that were created in order to discover the common natural and cultural heritage of the territory. For each thematic route, the mobile app provides important information on 200 points of interest (via videos, sound recordings, slide shows and augmented reality). The app’s map and the geolocalisation service represent a useful tool and provide comprehensive information for navigating from one point on the itinerary to another. Users can consult the app, watch and listen to discover information about the selected destination. Currently, the mobi-léman app has garnered more than 1,000 downloads via Google Play Services.

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The Council of Léman was set up in 1987 by the French departments of Ain and Haute-Savoie and the Swiss cantons of Vaud, Valais and Geneva, which surround Europe’s largest alpine lake, Lake Geneva (also known as Lake Léman). The CB governance is based on a Joint Secretariat and the actions are focused on four commissions: Economy, Tourism and Cross-Border Populations, Lemanic Mobility, Lemanic Youth and Culture and Lemanic Environment. Official meetings are organised twice a year. The Council of Léman works synergistically with other CB institutions of the territory, such as the Transjurassienne Conference, the Franco-Geneva Regional Committee (CRFG) as well as CB sectoral associations (tourism, chambers of commerce, agriculture and crafts). The representatives of the French and Swiss national authorities are involved as observer members. The main actions of the council are geared towards improving accessibility and transport integration (train, ferries, buses, cycle ways) as well as the joint conservation of the specific and fragile lake environment.
The Greater Geneva is a vast territory of 2,000 km² spanning the Swiss cantons of Geneva and Vaud, and the French departments of Ain and Haute-Savoie. It is composed of the Canton of Geneva, the District of Nyon and the ARC Syndical Miste (the French part of Greater Geneva). The whole area of cooperation includes 212 municipalities. Greater Geneva, which is a 20-year project that began in 1997 when the France-Geneva Regional Committee (CRFG) was set up in 1973, put together the Development Scheme for the France-Valdo-Geneva (FVG) Agglomeration. In 2004 the FVG Agglomeration Project was launched. After the 2004 and 2007 project cycles, the Greater Geneva Plan 2016-2030 was adopted in 2016. Cross-border governance is carried out by the LGTC (adopted in 2013). A total of 26 members make up the LGTC Assembly, thus constituting the first LGTC under Swiss law. The governance’s structure operates in three main sectors: mobility, spatial planning and environment.

The Greater Geneva aims to promote Greater Geneva’s endogenous and high quality economic development. It is a large-scale territory project (35 km²) intended to create a major economic polarity apart from the Geneva agglomeration, based on the existing strategic infrastructures and facilities, such as the International Geneva, Geneva-Cointrin Airport, the CERN, as well as the high density of SME, NGOs and other relevant stakeholders. The International City of Knowledge Ferney-Voltaire (Paimboeuf – Té la Grange sector), which is intended as an economic hub of 10 hectares, is envisioned to be a centre of expertise dedicated to knowledge transfer, tertiary activities and innovation. It will host training activities, tertiary activities and services.

This ambitious project has yet to be realised. Nevertheless, requests for the first building permits were filed in 2017. Construction for this first real estate complex is slated for 2018, and will include 15,000 m² of floor space, comprising a four-star hotel, offices, a conference centre and a centre for sports and wellness activities. An efficient public transport link (Cornavin-Gex through the Bus à Haut Niveau de Service) will improve accessibility. Here some important measures were identified, such as business schools with private training centres or the Atelier Lambert, a so-called “International Institute of the Book and Bookshop”, which is annexed to the prestigious castle of Ferney-Voltaire.
The International Lake Constance Conference (IBK), which was founded in 1972, is the joint platform of different territorial administrations surrounding Lake Constance (German and Austrian states, Swiss cantons and Liechtenstein). The purpose of the cross-border cooperation is to maintain and promote the attractiveness and the sustainable development of the Constance and strengthening regional identity. The IBK governance structure includes a political body (the Regional Leaders Conference), an operative Standing Committee which coordinates seven thematic commissions (education, science and research, culture, environment, nature and energy, transport, economy, job and tourism, health, social affairs and public relations) and the presidency (Vorsitz). The IBK is particularly committed to the development of the Constance and strengthening regional identity. Fifteen years after its introduction, the Bodensee Pass is still a unique cross-border initiative in Europe. The daily ticket covers currently 4 000 kilometres of bus and rail routes. Since the introduction of the TKEB, passengers can enjoy the Friedrichshafen-Romanshorn and Constance-Meersburg ferry connections without extra charge. Furthermore, the ship operators offer a 25% discount in some cases. TKEB has become a valid alternative for cross-border mobility. Indeed in 2016 around 37 000 tickets were sold. As of 2014, the offer was extended to include a bicycle combination ticket. The project aims to harmonise and promote public transport services around and across Lake Constance by introducing the Euregio Bodensee pass (TKEB); one singular ticket entitles passengers unlimited travel by train, bus and ferries around the lake. It represents a sustainable mobility strategy for cross-border trips not only for tourists, but also for the local population. Special offers also promote travelling by bicycle. In Switzerland and Austria, the Euregio Bodensee-day ticket is valid on all the trains. The Coordination Committee is in charge of planning and the decision-making process as well as information and exchange. The representatives of the states and cantons as well as the transport companies are directly involved.

**Euregio Bodensee Day Pass**

**Main Achievements**

Fifteen years after its introduction, the Bodensee Pass is still a unique cross-border initiative in Europe. The daily ticket covers currently 4 000 kilometres of bus and rail routes. Since the introduction of the TKEB, passengers can enjoy the Friedrichshafen-Romanshorn and Constance-Meersburg ferry connections without extra charge. Furthermore, the ship operators offer a 25% discount in some cases. TKEB has become a valid alternative for cross-border mobility. Indeed in 2016 around 37 000 tickets were sold. As of 2014, the offer was extended to include a bicycle combination ticket. With the last upgrade, a three-day pass was introduced, whereby passengers can spend more time travelling around the lake to visit numerous natural and cultural heritage sites, thus altogether positively affecting the tourism sector.
**Mont Blanc Space**

**DATE OF CREATION:** 1991  
**COUNTRIES:** FR / IT / CH  
**AREA:** 2800 km²  
**POPULATION:** 100,000

**HEADQUARTERS:** Chamonix (FR)  
**CROSS-BORDER PROGRAMME (2007-2013):** INTERREG ALCOTRA  
**WEBSITE:** http://www.espace-mont-blanc.com

The region of Mont Blanc represents a symbolic cross-border area of cooperation, as it has the highest European mountain and also features unique biodiversity as well as extraordinary and fragile nature and landscapes. A large part of the Espace Mont-Blanc is located at high altitude; nearly 80% of the territory is situated above 500 metres. In 1991 the environmental ministries of Italy, France and Switzerland approved the establishment of Mont Blanc Transboundary Conference (CTMB), which is composed of many regional and local administrations. The Mont Blanc Space covers the French department of Savoie (communes of Bourg Saint Maurice, Beaufort, and Hauteluce) and Haute-Savoie (two CCs of the French department of Savoie (communes of Bourg Saint Maurice, Beaufort, and Hauteluce) and Haute-Savoie (two CCs of the Autonomous Region of the Aosta Valley, and the Swiss Canton of Pay de Mont Blanc and Chamonix Mont Blanc Valley), the Italian Autonomous Region of the Aosta Valley, and the Swiss Canton of Valais (17 communes). Since the first sectorial pilot projects, the Mont Blanc Space has been experiencing progressive territorial integration thanks to the Sustainable Development Scheme (SDD).

**GOVERNANCE**

- EGTC
- Private Law Association
- Public Law Agreement
- LGTC
- Other

**Eco Innovation in Altitude**

**PERIOD:** 2013 - 2015  
**MAIN THEME:** Environment  

The main objective of the Eco-Innovation project is to disseminate information on the exemplary sustainable and environmentally friendly management of the altitude’s accommodation facilities. Mountain accommodation facilities are faced with specific and diversified problems depending on the altitude and the visitors’ range of interests, i.e. water management, sorting and re-descending waste, food supply, production and energy saving. The project identifies the main inefficiencies in building management and the technical and economic analysis of the measures for improving performance of the building and its potential in terms of reducing the impact on building the environment (CO2 emissions, wastewater quality, etc.).

**PROJECT DESCRIPTION**

- Local  
  - FR: 8  
  - IT: 5  
- Supralocal: 1  
- Regional: 1  
- National: 1  
- Others: 2  

**RESOURCES**

- **BUDGET:** 1,017,540 Euros  
  - EU FUNDS: 461,167 Euros  
  - OWN FUNDS: 556,373 Euros

**MAIN ACHIEVEMENTS**

The results of various studies, interventions and experiments conducted have translated into thirty technical data sheets intended to provide mountain professionals and administrators with tools for managing many problems specific to high-altitude sites. The cross-border technical and scientific group (GTS) has been set up to establish a common and cross-border methodology, eco-management parameters and criteria for their evaluation. Specifically, many studies have been translated into operational actions carried out on the whole Mont Blanc Space. An innovative and common type of environmental audits has been applied and tested on eleven pilot sites. The results of the eco-innovation project go beyond concrete actions because it represents a shared toolkit for all custodians of the alpine huts and professionals striving to reduce environmental impacts on mountain structures.
EUROPAREGION (TYROL-SOUTH TYROL-TRENTINO EUROREGION)

DATE OF CREATION: 1996
COUNTRIES: IT / AT
AREA: 26 247 km²
POPULATION: 1 773 989

HEADQUARTERS: Bolzano (IT)
CROSS-BORDER PROGRAMME (2007-2013): INTERREG ITALY-AUSTRIA

EUROPAREGION is conventionally considered one of the most representative Euroregions. It is located at the heart of the Central-Eastern Alps Sector and connects the Tyrol state in Western Austria with the Italian cities of Trento and Bolzano. The three current administrative units resulted from the former Tyrol County, which is a historical and geographical alpine region split by the Austrian-Italian border since the end of the World War I. The strong linguistic and cultural ties are important catalysts for the local and regional CBC. Since 1991 the three regional legislative assemblies celebrate annual joint sessions (Dreilandtag) to discuss common problems and future challenges. The Euroregion was officially founded in 1998 and the EGTC status was adopted in 2009. Communication and media coverage is also considered as a strategic action for promoting cross-CBC initiatives in many fields, such as transport (mobility pass), economic development, health care assistance, R&D networks, linguistic and cultural youth exchanges.

PRIORITIES
- Education and Culture
- Cohesion and Social Integration
- Accessibility and Transportation
- Governance
- R&I
- Security
- Environment
- Local Economic Development
- Spatial Planning

GENERAL INFORMATION

HISTORY
- PRIORITIES
- GOVERNANCE
- EUROPAREGIONAL PARTNERSHIP
- RESOURCES

PROJECT DESCRIPTION

MAIN ACHIEVEMENTS

The main results of “SOLAR TIROL” are presented in a specific Geocatalog. It provides cartographic information (Raster) representing solar radiation and duration (in hours of sunshine) in high resolution (0.5 meter per pixel) on the main valleys and good resolution to the rest of the Tyrol and Bolzano territory. The calculation of these parameters is based on computer simulation of the sun’s position, terrain shadows, buildings and vegetation, intervals of 15 minutes, for a full year and across the surface. The project finally began providing detailed information for planning and implementing solar thermal systems. Indeed single roofs are divided into surfaces belonging to different energy classes. WebGIS application provides a selection of tools for calculating photovoltaic and solar potential thermal values.

WEB: http://www.europaregion.info

SOLAR TIROL

LEADER: Amt der Tiroler Landesregierung Sachgebiet Landesstatistik und tiris (DE)

PARTNERS
- IT: Provincia Autonoma di Bolzano, Ripartizione Informatica e Servizio Cartografia provinciale e coordinamento geodati; Europäische Akademie Bozen (EURAC)

RESOURCES
- EU FUNDS: 486 951 Euros
- OWN FUNDS: 668 735 Euros
- BUDGET: 1 155 686 Euros
The Via Salina Euroregion was created in 1997. Curiously, the name was inspired by the connecting role of Roman roads in ancient Europe, connecting the natural salt rock deposits in the area to both Venice in the South and Allgau to the west. It is intended by the participating authorities as an information, advice and at times coordination centre for ERDF structural funding. It mainly develops such tasks through project support, marketing of the INTERREG initiatives, strengthening the euroregional identity and generally acting as a networking tool across the border. It is located at the border between Germany and Austria and it is defined by the presence of land borders in a predominantly mountain and rural environment. At governance level, Via Salina provides an interesting example of a public law consortium that acts as an umbrella organization for the three regional development agencies of the involved territories. On the other hand, the added value of this Euroregion is now able to compete for ambitious cross-border projects. It is currently succeeding in the endorsement and support of innovative projects in the broader fields of environmental protection (a clear example if the large “Moving Nature - Protected Life Diversity” project at €2.1 Million budget), health, tourism and R&D.

Despite being for many years a micro-Euroregion (which are conceived as a cross-border structure with a low financial capacity and a small territorial extension), it has recently turned into a regular Euroregion. The INTERREG financial support has generated an up-scaling process through which the local and regional actors have been empowered. Over the last 10 years, cross-border relations have considerably increased based on the continuous INTERREG programme’s support. As a matter of fact, Via Salina Euroregion is now able to compete for ambitious cross-border projects. It is currently succeeding in the endorsement and support of innovative projects in the broader fields of environmental protection (a clear example if the large “Moving Nature - Protected Life Diversity” project at €2.1 Million budget), health, tourism and R&D.
The Inntal Euregio is located in the northeastern side of the Alps spanning Bavarian and Tyrolean regions. It neighbours the Inn-Salzach-Euregio. Its territory is mainly rural and shaped by the Kaiser Mountain, the Inn River and the Chiemsee (the largest lake in Bavaria). This Euroregion was founded in 1998 with the aim of supporting CBC both in the institutional and advisory framework by providing technical support for regional management initiatives. The main statutory organs of the Euregio are the Bureau (head of the Euregio) and the General Assembly. The presidency changes every three years between Austrian and German partners. Its members are local authorities and municipalities as well as various associations. Similar to the neighbouring Inn-Salzach Euregio, it promotes small project funds of up to €25 000.

The touristic route opened in 2010. But beyond promoting jointly the four sites, the project improved the accessibility and the condition of the four caves. An example is Wendelsteinhöhle. Here, four stations with interactive monitors have been installed and a specific LED technology has been introduced. Moreover, an independent lighting system that improve the touristic experience has been implemented (the cave may be wandered alone without a guide). The entire lighting was realized with identical energy efficient luminaires. This project is promoting further research, like a recent project in which almost 13,000 animals have been identified in the same cave by a Bavarian research group ("Living in the Dark" project).
The EuRegio Salzburg - Berchtesgadener Land - Traunstein is located across the Bavarian-Austrian border in the Berchtesgaden Alps. The first CBC steps started in the early nineties as an initiative of the German and Austrian municipal authorities. It was officially established in 1995 and currently involves more than a hundred members, mainly medium-small municipalities (except the City of Salzburg), provincial counties (Kreise), the Salzburg State as well as sectoral associations (Salzburg business and labour chambers). The EuRegio activity is based on various sectors, such as business, transport, culture, education, economy, youth, spatial planning, tourism, natural and environmental development, land and agriculture. One of the main CBC driving force are the forestry sector and sports activities.

Euroregional governance is structured in three main bodies: the Presidency, the EuRegio Council (110 members, mainly from public), the Advisory Board and 15 thematic working groups.

The project "3 EuRegio Gipfel" ("3 EuRegio Summits") aims to improve accessibility to the natural areas of the Euroregion for cyclists. Through new green infrastructures, the project partners want to promote local and regional sustainable development. This initiative improves the soft mobility approach towards preserving existing cultural landscapes and natural ecosystems. It also supports the integration of mountain touristic activities into the regional economy of the EuRegio area of Salzburg-Berchtesgadener Land-Traunstein. The partnerships are based on a public-private association that joins the city councils (mostly small border towns) with regional tourism businesses and relevant associations.

The route was inaugurated on May 8, 2015. The three mountain peaks of the EuRegio (Gaisberg, Högl and Buchberg) are linked together by a 160-km E-biking route. Many innovative infrastructure systems, such as rental stations, charging stations, steering and control systems, etc. were provided by a regional enterprise. Furthermore, the natural areas surrounding the Gaisberg, Buchberg and Högl peaks were provided with information boards, observation towers, foundation park, panoramic viewpoints to promote nature and landscape reserves along the route, such as the Surspeicher, the Weidmoos and the Haarmoos, the Oichten valley, the Trumerseen, the Saalachauen (between Bad Reichenhall and Siezenheim) and the Schönramer Filz. The interactive website represents a valuable tool for users for planning their trips and itineraries.
The Inn-Salzach-EUREGIO was founded in 1994 as a non-profit association. It joins 140 local administrations of the Inn River and the Hausruckviertel regions. The aim is to strengthen the competitiveness of rural areas via joint promotion of the economic development, labour market, cultural activities and environmental management. Ambitious regional development initiatives are geared towards spatial planning (the future Braunau cross-border regional strategy) or risk prevention (specifically tackling flood and heavy rain emergencies). The Inn-Salzach Euroregion is the management authority of the INTERREG small-projects funds (up to €25 000) and it finances also people-to-people actions (up to €5 000). The governance board includes representatives of municipalities, district authorities, interest groups, political parties and associations of the LEADER programme. Since 2006 the Inn-Salzach-EUREGIO has been a stakeholder of Regional Development Agency of Upper Austria.

M A I N  A C H I E V E M E N T S

The differences between German and the Austrian elderly health care services and measures were detected. As such, the results represent both opportunities and threats. In Austria, for example, this health care service is centrally managed, whereas in Germany, a kind of "free market" is applied instead. In Germany’s case, on the one hand, it enables a quick development of supply offers without a higher level of control. On the other hand, it reduces the offer of innovative health-care services in uneven areas. Moreover, Bavaria has a decentralized system (according to the “Senior Citizenship Concept” of the state government). Innovative potential elements were also detected. Alternatively, the Community Health Assessment (CHA) model was examined. It enables a theoretically developed as well as a more holistic and more participatory coverage of supply needs.
EGRENSIS EUREREGIO

DATE OF CREATION: 1993
COUNTRIES: DE / CZ
AREA: 17 000 km²
POPULATION: 2 000 000

HEADQUARTERS: Marktredwitz (DE)
CROSS-BORDER PROGRAMME (2007-2013):
INTERREG Bavaria-Czech Republic
INTERREG Saxony-Czech Republic

WEBSITE: http://www.euregio-egrensis.eu

The Egrensis Euroregion, which was established in 1993, was founded by three legally independent work groups, which have since operated for cross-border organisations, i.e. the EUREGIO EGRENSIS Arbeitsgemeinschaft Sachsen/Thüringen e. V.; the EUREGIO EGRENSIS Arbeitsgemeinschaft Bayern e. V. and the EUREGIO EGRENSIS Working Community of Bohemia and Moravia. Among its priorities, the Egrensis aims to promote mutual understanding and tolerance among the population, mutual reconciliation and a successful CBC and cross-border integration. Its members include many municipal authorities. This Euroregion seeks to involve cities and municipalities, schools, businesses and institutions as well as interested private individuals through small project funds financed by the INTERREG programmes. At the same time, the Euroregion achieved large-scale interreg projects in multiple sectors (i.e. institutional capacity, education and culture, tourism, accessibility and transportation). Through many joint cross-border actions, the involved partners developed joint strategies in sectors, such as civil defence, tourism (especially spa tourism), campaigns for conservation and environmental management, modernisation of public administration, regional development & spatial planning, human resources and education. It is likely to be a “soft” activity, due to exchanges in experience and implementation of specific projects. Currently the follow-up of the project (Clara III) is being financed through the INTERREG V A 2014-2020.

CLARA II - DEVELOPMENT OF THE JOINT PARTNERSHIP OF THE PUBLIC ADMINISTRATION IN THE CZECH-SAXON REGION

PERIOD: 2010 - 2013
MAIN THEME: Governance
WEB: http://www.clara2.eu

Based on the results and experience of the previous Clara@ project (2004-2006), the Clara II project aims to intensify and deepen mutual relations and build a more complex network of partners on both sides of the border. This is a cross-cutting approach to public administration issues, i.e. topics having immediate impact on citizens’ lives. This initiative reinforces the role played by CBC institutions and addresses the current challenges of a common cross-border region in order to contribute to its sustainable and coordinated development. Indeed it focuses on creating stable and functional cross-border structures and communication platforms and channels between the participating partners to contribute to the sustainable development of the Euroregion.

MAIN ACHIEVEMENTS

The CLARA2 project was implemented in Saxony, Bavaria and the Carlsbad region more than three years ago. Its achievements include many coordinators’ meetings, expert and publicly accessible conferences, and workshops on individual sub-themes. Through many joint cross-border actions, the involved partners developed joint strategies in sectors, such as civil defence, tourism (especially spa tourism), campaigns for conservation and environmental management, modernisation of public administration, regional development & spatial planning, human resources and education. It is likely to be a “soft” activity, due to exchanges in experience and implementation of specific projects. Currently the follow-up of the project (Clara III) is being financed through the INTERREG V A 2014-2020.
EUREGION NEISSE-NISA-NYSA

**DATE OF CREATION:** 1991
**COUNTRIES:** DE / CZ / PL
**AREA:** 13,254 km²
**POPULATION:** 1,638,216

**HEADQUARTERS:** Zittau (DE)
**CROSS-BORDER PROGRAMME** (2007-2013): INTERREG CZECH REPUBLIC-Poland INTERREG SOUTH-Germany-Poland

**WEBSITE:** http://www.euroregion-nysa.eu/

Located across the German-Czech-Polish border (Western Sudetes), it is considered a pioneering experience of CBC among the three countries. The Euroregion was established in 1991 and involves many local administrations. The Euroregional priorities include the improvement of people’s living condition, economic development and environmental restoration of the so-called “Black Triangle of Europe” (a highly polluted transboundary area). The governance structure is composed of the Euroregional Council, which consists of the presidency and two thematic commissions (economy and society), supported by expert groups and the Euroregional Security Forum (it coordinates the cooperation and exchange of information between partners and public security and public order authorities). The Euroregion has contributed in reducing the damage of the pollution through the protection of the Jizera Mountains from the devastating effects of acid rain. Other achievements include improving the CB transport networks (introducing a cross-border tariff), the cross-border university cooperation (Euroregion Academic Coordination Center Neisse-Nisa-Nysa University), a review of the history of the Euroregion (through the tripartite commission of historians) and many joint cultural projects (Youth European Orchestra).

**MAIN ACHIEVEMENTS**

In 2012 the interactive trip planner for the Euroregion Neisse was launched. It shows tourist destinations and their accessibility by public transport. The interactive planning system is a successful attempt at integrating trans-border public transport and facilitating cross-border mobility for residents and visitors. Basic geodata and timetable data for trains and buses are linked together in real time and can be accessed via the web platform. In addition, the portal provides up-to-date touristic information on hiking and cycling trails as well as nature protected areas, cultural & sports facilities and accommodation. The EURO-NISA-TICKET integrated network ticket was also introduced. The ticket can be used for local transport within the Czech Liberec region and some neighbouring German and Polish districts.
**Glacensis Euroregion**

**General Information**

- **Date of Creation:** 1996
- **Countries:** CZ / PL
- **Area:** 4,900 km²
- **Population:** 1,000,000

**Headquarters:** Rychnov (CZ)

**Cross-Border Programme (2007-2013):** Interreg Czech Republic-Poland

**Website:** https://www.euro-glacensis.cz/

The Glacensis Euroregion represents the largest and currently the oldest Czech-Polish cross-border institution, founded in 1996. It joins the border towns, municipalities and other legal entities in the central sector of the Czech-Polish border, where the Sudetes reach their highest altitudes (i.e. the Sněžka/Śnieżka in the Giant Mountains) and important biosphere reserves are hosted. It is administered by the Czech districts of Náchod, Rychnov nad Kněžnou, Hradec Králové, Trutnov, Jičín, Chrudim, Svitavy, Ústí nad Orlicí, Pardubice, Jeseník and important biosphere reserves are hosted.

It is administrated by the Czech districts of Náchod, Rychnov nad Kněžnou, Hradec Králové, Trutnov, Jičín, Chrudim, Svitavy, Ústí nad Orlicí, Pardubice, Jeseník a Šumperk together with the associates of towns and municipalities of the Polish districts of Kłodzko, Ząbkowice, Wałbrzych and Strzelnica and Ostrowiec. Its governance is composed of an executive committee, the Euroregional council (2 PL and 2 CZ members). Also two parallel structures are presented by the Polish and the Czech parts (President and assembly). These are coordinated by the Joint Expert Committee (Společné Odborné Komise). Cross-border projects mainly deal with the tourism activity of the project was the creation of new promotional materials dealing with these new tourist objectives. A set of eight leaflets on lookout towers. The towers are located in Trutnov, Broumov, Orlickoústecko and the Lower Silesian Voivodeship. Another accompanying activity of the project was the creation of new promotional materials dealing with these new tourist objectives. A set of eight leaflets on individual observation towers was produced, which provides more information. The towers are connected by a cycling path, which increases the accessibility of the mountain area. As a result, tourist traffic is developing considerably and new border crossing points were promoted. After the construction of another tower in Czernica, a touristic peak was registered in 2015 in the vicinity of Bielice.

**Main Achievements**

- **Period:** 2013 - 2015
- **Main Theme:** Local Economic Development
- **Web:** https://www.euro-glacensis.cz/rozhledny.html

The project focuses on the touristic development of the Euroregion Glacensis. The Sudetes mountains attract an increasing number of visitors not only for its nature, but also for cultural purposes. The core of the Euroregion is characterised by a mountainous landscape with a great number of sightseeing spots. It aims to improve tourism opportunities for the summer season by focusing on the currently requested topic of the observation towers and sightseeing spots. Therefore, the main goal of the project is the construction and reconstruction of observation towers and sightseeing points in the Czech-Polish border area (Central Sudetes). This project contributes more in general to making the borderland more accessible to tourists.
The Praded Euroregion is located on the Eastern Czech-Polish border, neighbouring the Glacensis Euroregion. The first attempts at local and regional CBC started in the 1990s between the municipalities of the Jesenic region (CZ) and the Polish towns and villages of the Opole and Walbrzych Voivodeship. The agreement was signed in 1997 as a result of the increasing cooperation between municipalities, schools, cultural centres, sports clubs and other social organisations. In order to intensify the cooperation of the Polish side, an Association of Polish municipalities of the Prądź region was founded on 7 January 2000 (16 members). Currently, the Euroregion has 70 municipalities, 6 associated members (CZ) and 39 municipalities and 5 Powiat or districts (PL). According to the legal order, the decisional organs of Euroregion Praděd comprises of a General Assembly, the highest body in which each member is represented. The Council is the executive body of the General Assembly. Its 19 members elect the President and the Vice President, who are the statutory representatives of the Euroregion.

Three main results have been achieved. Firstly, a joint webpage has been realised to promote all 6 Euroregions. Secondly, study exchange for gaining practical experience with the activities of individual Euroregions has been organised. In this sense, 6 three-day meetings of representatives of each Euroregion were carried out between 2012 and 2014. Thirdly, these exchanges and conferences on the Czech-Polish CBC provided a fruitful analysis of the common problems in sectors, such as transport, environment, health care assistance, the EU legislation, CBC programs (including its own Micro-Projects Fund), etc. This innovative comparative approach, which is still unique in Europe, can also be applied to other EU borders to improve the mutual learning experience of neighbouring Euroregions and generating new transversal strategies.
The EUROPA 1 Fireboat is a shared and unique form of intervention along the French-German Upper Rhine. The origins of the projects date back to the late 1980s, starting in 1987 when the local fire brigades began cooperating in a Rhine hot-spot sector. In 1986, when a fatal large-scale fire in Switzerland induced regional authorities to strengthen the CBC concerning risk prevention within the Upper Rhine Conference organisation. Furthermore, a specific task force was set up in 1999 for mutual support in case of catastrophes, and the formal CBC agreement between regional and local authorities was signed in 2002. The same year, an impressive simulation organised by firemen, police and other emergency units convinced public authorities to consider the necessity of a joint intervention unit. In 2003 the Upper Rhine Conference approved the acquisition of a shared fireboat, which got the INTERREG IIIA funding. In 2007 the LGTC has been adopted by the partners involved. In the same year, the pump boat was inaugurated. Its innovative character is twofold. On the one hand, its partnership involves many institutional and technical stakeholders, as a result of a longstanding process. It intervenes in the event of damage to a defined area of intervention of the Upper Rhine as well as in the port area of Strasbourg and the neighbouring German city Kehl. Technically, on the other hand, the EUROPA 1 constitutes a multifunctional rescue and rapid assistance operative unit. As such, its state-of-the-art technology has few equals in Europe.

**GENERAL INFORMATION**
- **COUNTRIES:** FR / CH / DE
- **HEADQUARTERS:** Strasbourg (FR)
- **DATE OF CREATION:** 1946
- **LENGTH:** 3 900 m (Longest runway)
- **PASSENGERS:** 7 061 059
- **FREIGHT:** 101 050 Tons
- **AIRCRAFT MOVEMENT:** 94 359 (2014)

**GOVERNANCE**
- **EGTC**
- **EEIG**
- **LGTC**
- **Private Law Association**
- **Public Law Agreement**
- **Other**

Source: www.bilanz.ch

The trinational airport Basel, Mulhouse Freiburg, located at the core of the Upper Rhine valley (French-German-Swiss Border), symbolises the pioneering European cross-border cooperation experiences. Since the 1930s, French and Swiss authorities agreed in working together for the expansion of the Basel Airport. Once the Second World War ended, the first Basel-Mulhouse airport was constructed on the French side (1946). During the 1950s the main road connection were built and in the following decades, the main airport’s facilities and equipment were put into use. Its privileged geographical location at the core of the Rhine corridor and at the crossroads of three economically thriving regions (Alsace, North West Switzerland and Baden-Württemberg) contributes to the continuous enlargement and modernisation for passengers and cargo uses until today. The headquarters is located in Blotzheim (France) and is under French jurisdiction. Nonetheless, the Euroairport has several unique features: it is one of the few airports in the world operated jointly by three countries (via the 1949 international convention), it is split in a French and a Swiss sector and the Swiss law is applied to customs processes, police work and medical services. Curiously, the non-Schengen travellers could receive either a Swiss or French passport stamp, depending on which officer provides the control. The multilevel governance is provided through the Board of Directors, which involves an equal number of Swiss and French representatives of institution and economic stakeholders (eight per part).
Today the Mont Blanc Tunnel still represents one of the world’s engineering masterpieces. It is one of the most important transport infrastructures through the Alps. Since 1965 it connects the two sides of the Western Alps, specifically the current Auvergne-Rhône-Alpes and the Valle d’Aosta Region. It has been the longest road tunnel in the world until 1978 (Arlberg Road Tunnel). Nonetheless, its record is valid for the cross-border ones. Its construction took over a century of history. Local community and politicians claimed the need for a transalpine connection since the first half of the nineteenth century (then under the Duchy of Savoy). The project was approved by the Italian and French State in 1946 and the tunnel was inaugurated in 1965. The tunnel represents an essential equipment for the local socioeconomic and cultural relations (between the Courmayeur and Chamonix valleys) as well as a strategic European corridor for sectors such as trade and tourism. 2016 data show that almost 2 million vehicles have crossed the TMB (more than 5 000 per day). After the 1999 fire accident that caused the death of 39 people, security had been considerably improved along with the cross-border governance. Indeed, in 2002 the EEIG-TMB, an Italian-French concessionary, provided the joint maintenance and operational management of the tunnel. The organisation is supervised by the Supervisory Board (10 members), the Intergovernmental Control Commission and the Safety Committee. It is composed of five departments. The EEIG-TMB includes the support of the immediate intervention team and the binational Police Services.

The historical importance of the Great St. Bernard Pass is well known. Through the Italian-Swiss mountain pass (2 473 m above sea level), Roman legions, barbarian tribes, Saracens, Emperors of the Holy Roman Empire, Popes, crusaders and Napoleon Bonaparte’s forces passed from the northern to the southern side of the Alps. The construction of the Great St. Bernard Tunnel began 1958. In less than six years, the Swiss and Italian concessionary firms completed the works (the tunnel itself, approach roads from either side, toll stations at the tunnel entrances, the customs offices and police stations). Inaugurated on March 19, 1964, it represents the first Alpine road traffic tunnel and it links the Valle d’Aosta Italian autonomous region and the Swiss Valais Canton. Until the opening on the Mont Blanc tunnel, it was the longest road tunnel in the world, replacing the Spanish Vielha tunnel on the Pyrenees (opened in 1948). Regarding the tunnel’s governance, since 2010, the Italian and the Swiss concessionaries has been acting jointly through the SISEX SA (Société italo-suisse d'exploitation du Tunnel du Grand-Saint-Bernard) in accordance with Directive 2004/54/CE. It is in charge of the safety, management, maintenance of the infrastructure and the division of revenue between the two concessionary companies. It also deals with matters of financial policies (tolls and special offers). In 2016 there have been more than 740 000 crossings, which proves to be an increasing trend since 1964, mainly for touristic purposes.
The CEVA is a ring line designed to connect the main railway station of Geneva (Gare de Cornavin) on the southwest side of Lake Geneva with the Annemasse Train Station located on the southeastern side of the lake. Currently Annemasse lacks an efficient railway connection with the Swiss metropole along with the rest of the French Upper Savoy Department. Since the end of the nineteenth century, there have been many attempts to connect these two urban poles through public transport (in 1888 and in 1949). The current project was designed in the 1990s and it was officially launched in 2012. These urban areas have now merged in a high dense transboundary conurbation. The cross-border infrastructure constitutes therefore a priority to provide an efficient sustainable means of transport that could promote the labour market mobility of Southern Lake Geneva. The line is an underground double track between Praille and Ambilly (French sector) and four intermediate stops are under construction. The CEVA is also considered an essential part of the mobility scheme of Greater Geneva and specifically the Léman Express, which intends to connect 45 stations on 230 km of lines to serve more than one million inhabitants on both sides of the Franco-Swiss border, through the cantons of Vaud and Geneva and the departments of Ain and Upper Savoy. Once the project will be completed, approximately 240 000 people will live within 500 meters of a station and 50 000 passengers will commute daily on one of the 40 Léman Express trains crisscrossing the network.
EASTERN EUROPE

EUROREGIONS
- Banat Triplex Confinium EGTC
- Carpathian Euroregion
- Tatry Euroregion
- Country of Lakes Euroregion
- Ruse-Giurgiu Danubius Euroregion

TRANSBOUNDARY PARKS
- Prespa Transboundary Park
- Amazon of Europe Transboundary Biosphere Reserve (Mura-Drava-Danube)

CROSS-BORDER EQUIPMENTS
- New Europe Bridge
- Danube Bridge
The Banat Triplex Confinium EGTC is a local cross-border structure located along the Hungarian-Romanian-and Serbian borders. Promoted by 50 municipalities in 2009, it was officially set up two years later with the EGTC status. The membership involves more than 80 local governments (37 Hungarian, 37 Romanian and 8 Serbian as observer members). As in many Central and Eastern European borderlands, in the Banat Euroregion, there is a cultural and historical background beyond the institutional initiative.

One of the reasons for establishing this Euroregion was to reduce geographical and economic marginalisation, by promoting innovative and bottom-up initiatives in strategic fields, such as agriculture, SME competitiveness, renewable energies and spatial planning. The EGTC governance relies on an executive committee of 7 members that equally represent the three countries (a president, 3 deputy directors and 3 deputy members) as well as a Supervisory Board (3 members). The Projects Development Office promote CBC actions mainly based on EU programmes (INTERREG Romania-Hungary and the IPA Hungary-Serbia).

One of the main challenges that the Banat-Triplex Confinium EGTC faces is the task of stimulating the borderland local economy. This project aims to develop a cross-border network of small and medium enterprises (SME) between Vojvodina (SRB) and the Great Hungarian Plain territory (HU). It is based on concrete and operative actions for promoting developmental services to SMEs and enhancing the organisational potential of the network. It also aims to reinforce competitiveness through training in strategic topics, such as corporate finance, economic law, EU integration quality assurance, public procurement, etc. Further ad-hoc training courses for professional trainers working in the centres: liabilities, economic and financial investment requirements, public; preparing business plans, export plans and financial monitoring plans; establishment of an SME Development Center in Mórahalom/Kanjiza.

**MAIN ACHIEVEMENTS**

The cooperation between the two municipalities generated new networks and exchange of experience. The Hungarian-Serbian Unified Development Network was finally established; it conforms to European regulations and considers the local institutions and SME instances. Business plans, export plans and financial monitoring plans were case studies for 9 Serbian companies, and in 2 cases, the business plans have finally been implemented. Many training programs and workshops for experts, representatives of municipalities, companies, and SME development institutions have been provided through the cross-border network, including four workshops. The data collection of the structure and the activity of the SME in the borderland expand the knowledge of the economic performance of the Banat Euroregion. As a result, the Banat Euroregion led a similar project on the Romanian-Hungarian side in 2012 (COOP-BANAT).
The Carpathian Regional Development Agency (KARR)

**PERIOD:** 2011 - 2012  
**MAIN THEME:** Governance

**LEADER:** Association Carpathian Euroregion Poland (CB)

**WEB:** http://www.karr.com.pl

The project aims to improve the socioeconomic development of the Polish-Slovakian border area by reinforcing the local and regional CBCs (Podkarpackie Province, Prešov Region). To achieve this goal, the project established a joint institutional structure, including all the responsible stakeholders involved in regional development on both sides of the border. Specifically, the key actors of spatial planning are also involved in coordinating the strategic objectives. The project considers three main stages: agency creation, planning process, and implementation of spatial planning strategy. The cross-border agency became operative in the second step to stimulate the cross-border interaction and globally coordinate the actions included in the project.

**AGENTS INVOLVED**

**SK:** Regional Development Agency Humenne

**EU FUNDS:** 303 570 Euros

**OWN FUNDS:** 255 160 Euros

**RESOURCES**

**MAIN ACHIEVEMENTS**

The KARR, set up in Jaroslaw (PL), already established important networks to strengthen their purpose as a Euroregion. For example, the network of cities involves many Polish and Slovakian local governments for institutional cooperation and information exchange (Ukrainian and Hungarian cities expressed their willingness to join the network). Similarly, the tourist sector joins local governments, business entities and tourism associations to promote the Carpathian Euroregion potential. Another goal is the Carpathian College, which aims to strengthen the multilateral and multidimensional scientific CBC among the research centres and institutions within the CE, by adapting their offer and quality to the European level. Regarding education, the Carpathian Euroregion School Network is preparing to set up the Youth Parliament of the CE as well the EURODESK network.
The Euroregion Tatry was formed in 1994 by several local governments of Poland and Slovakia. It covers a large area surrounding the western side of the Polish-Slovakian Border and coinciding with the Podhale, Spisz, Orava and Liptov regions. For many centuries local communities shared similar languages and traditions, and also shared the unusual geographic and natural richness. It currently involves many local institutions (municipalities, counties and communities), which aim to cooperate in sectors, such as culture, science, tourism, economy and environmental protection. The Euroregional governance is based on a well-developed structure. Firstly, two parallel regional structures are in force (the Polish Euroregion Tatry and the Slovak Tatry Region Association). Both share a set of common bodies with equal representation: the congress is the highest authority (with 70 deputies), the council represents the executive power (with 14 deputies and 2 secretaries), the thematic commissions (economy, environmental protection, culture, information, tourism, sport and youth). Finally, the Auditors Commission controls all the Euroregional organs and activities. In 2013 the EGTC status was adopted.

The aim of the project is to create a joint complex Tatry campaign including various activities for implementing so-called joint destination marketing and management. It responds to the worldwide trend of efficient destination management at a regional level. The administrative and legal barriers are overcome by creating a long-term partnership between the Zakopane (PL) and Liptov (SK) districts’ stakeholders. The primary activities of the project address two main target groups: firstly, the institutional and economic agents that are active in travel, tourism management and marketing; and once the strategy is ready, tourists and visitors represent the second group. Through the combination of forces and the creation of a joint marketing strategy, the existing summer and winter tourism attractions on both sides of the border of the Zakopane and Liptovský Mikuláš were promoted as a one cross-border destination. Information catalogues on the winter and summer regional attractions were put together and widely distributed. The trilingual website www.visit-tatry.com was created to improve information on places, touristic activities, recreational attractions and other cultural information. Specialised training courses and workshops were organised for tour operators involved in planning tourist services to improve the quality and standard of services.
The Euroregion “Country of Lakes” is a cross-border organisation of municipal governments. Historically, the local governments of Latvia, Lithuania and Belarus have very old traditions of cooperation, especially in the field of culture. After the dissolution of the Soviet Union, local and regional cooperation between Latvia, Lithuania and Belarus decreased as well as the cross-border mobility when visa requirement was introduced. However, despite the differences in legislation and the lack of funding for CB initiatives, friendly relations were maintained. In 1998 the municipalities of Kraslava (LV), Ignalina (LT) and the District of Braslaw (BL) set up the Country of Lakes Euroregion. Currently, it involves 30 members (15 Latvian, 8 Lithuanian and 7 partners from Belarus). This cooperation platform for Latvian and Lithuanian vocational schools aims to establish a cross-border cooperation platform between Latvian and the Lithuanian vocational institutions as well as businesses. It wants to increase the number of labour force competitiveness and productivity in the Lithuanian-Latvian border regions that contribute to the sustainable and cohesive socio-economic development of the Euroregion. The project also enables the Latvian office of the Euroregion to prepare the project proposal, which requires intervention at the cross-border level. This project is based on the recent modifications triggered by labour market trends, especially after admission into the EU as well as changes in the systems and management of vocational institutions demanding more specific specialisations. The project is geared towards improving training programmes, supporting competitive graduates undergoing economic hardships. Specifically, the target area involves the Latgale region (LV) and the Utena region (LT).

**Main Achievements**

The project succeeded in increasing cooperation between vocational schools in LT and LV. Specifically, in 5 Latvian and 2 Lithuanian vocational institutions, the schools' infrastructures, equipment and available study material have been improved. On a larger scale, the project contributes in increasing the possibilities for students to make practical experiences in real enterprises, working on overall student capacity and motivation to start their own businesses; it also succeeds in improving information exchange and interaction between regional vocational institutions and enterprises within the related spheres. This process could facilitate the entry of students into the labour market, thereby promoting the increase of the human capital of the Country of Lakes Euroregion.
The ERGO Masterplan's main goal is to contribute to the sustainable development of the Danubius Euroregion with the help of a shared spatial development policy. The strategic document includes 10 significant joint projects that have been discussed and adopted by local communities, according to four sectors: economic (to increase the territorial competitiveness and support the SMEs), transport (to promote cross-border accessibility using an efficient transport system), energy (to increase the energy efficiency and saving for public and private buildings and promote renewable sources) and tourism/urban development (to enhance the urban centres and green areas). This initiative intends to support cross-border socioeconomic development by promoting investment and a positive regional identity.

The main result of the project is the publication of the detailed master plan of the Euroregion Danubius, which will be the basis for an effective future development of the entire cross-border territory. The implementation of the master plan is a long-term strategy (until 2027). 10 strategic joint investment projects have been detailed and presented in the online cartographic portal. Examples include the large industrial sites (Mega Sites) to host large industrial companies; cross-border SME incubators; the new bridge over the Danube (construction is scheduled for early 2018); the common train/tram; reconversion of the waterfront functional areas; new energy solutions, etc. Furthermore, the investment profile literature has been published in five languages for potential local and foreign investors.
Prespa Transboundary Park encompasses a single catchment basin formed by two freshwater lakes having a geological and biological uniqueness. The Prespa Park is the first transboundary protected area in the Balkans established in 2000 with the joint declaration of the Prime Ministers of Greece, Albania and FYROM (initially promoted by the Society for the Protection of Prespa and WWF Greece). The declaration has three important goals: to preserve the natural and cultural values of the Prespa Lake with the participation of local communities; to promote the sustainable socioeconomic development and strengthen peace and cooperation between the three countries. The management of the area is based on the Trilateral Prespa Park Coordination Committee (PPCC), which meets twice a year to improve the organisational and the operational aspects. It consists of 10 members and includes representatives of the central government (Ministry of the Environment), local government and non-governmental organisations (NGOs) from the three countries, including a permanent observer from the Ramsar Convention. During its 17 years of activity, important goals have been achieved and many projects have been implemented, which were often financed by international funding organisations. Examples are the Study for the Strategic Action Plan (2001-2002) and the “Integrated Management of Ecosystems in the Prespa Basin in Albania, FYROM and Greece – GEF Programme” (2006-2011). CBC reaches an important cornerstone in 2010 when the three governments signed an agreement to establish permanent CBC structures for the development of the joint strategy; the agreement was later ratified by Greece in 2017. Finally, in 2014 the UNESCO Ohrid-Prespa Transboundary Reserve was also declared.

Source: Society for Conservation of Prespa Transboundary Park

The lower courses of the Drava and Mura Rivers and parts of the Danube spanning Austria, Croatia, Hungary, Serbia and Slovenia are collectively known as the “Amazon of Europe”. This region is one of the most important ecological networks of Europe. The rivers form a 700-km long “green belt” connecting almost 1 000 000 hectares of high level of biodiversity (alluvial forests, wet grasslands, gravel and sand bars, islands, steep banks, oxbow lakes, stagnant backwater, abandoned riverbeds and meanders) as well as valuable natural and cultural landscapes. In March 2011, the ministers responsible for environment and nature conservation from the five countries signed a joint declaration to establish the reserve, based on the preliminary bilateral agreement between Croatia and Hungary in 2009 and with the support of many local and international NGOs. It represents the world’s first five-country Transboundary UNESCO Biosphere Reserve (declared in 2012), which connects 13 protected areas along the rivers for enhancing and preserving ecological values. The Biosphere Reserve concept covers 300 000 hectares of core and buffer zones based on the existing protected area network and around 700 000 hectares of transition zones. The core zone is the ecological backbone of the reserve (the river and floodplain areas) and the goal is to preserve and restore the natural habitats and species. The buffer zone hosts a population of circa 27 000 animal and human activities (agriculture, forest management, sand and gravel extraction, diverse types of industry, and ecotourism) and natural areas (small lakes and wetlands). The reserve’s governance has a 15-member coordination board (1 per country). Joint projects include the reserve management (Coop-MDD), river restoration and ecotourism (bike trail) with EU funding (INTERREG and LIFE Programmes).

Source: Amazon of Europe Transboundary Biosphere Reserve (Mura-Drava-Danube)
NEW EUROPE BRIDGE

LOCATION: Vidin (BG) - Calafat (RO)

DATE OF CREATION: 2007

LENGTH: 1,971 m

WIDTH: 31.35 m

AVERAGE TRAFFIC: 100,000 vehicles/year (2009)

Web: http://www.vidincalafatbridge.bg

The New Europe Bridge is the second cross-border bridge on the Danube river between Bulgaria and Romania. It comprises a road and rail bridge connecting the cities of Vidin (BG) and Calafat (RO). The concept of the bridge was initiated at the beginning of the 20th century when local communities were already claiming a need for infrastructure, instead of relying on unstable ferry connections across the Danube. However, almost 100 years passed before the serious project was presented in 1999. Feasibility studies were realised with the support of the PHARE EU Programme and other European transport companies debating on the potential location. At the same time, there was the need to stimulate regional and local economy and find an alternative route to the Eastern Danube Bridge, in view of recent wars in former Yugoslavia and emerging EU expansion process in Eastern Europe. However, construction only started in 2007, and after three years of delay, the bridge was officially inaugurated in 2013. In the EU framework, the New Europe Danube Bridge constitutes a fundamental part of the Pan-European Corridor IV, which connects Greece, Istanbul and the Black Sea Port of Constanza (RO) with central Europe. The traffic data goes beyond the forecasts: in the first two years, more than 1.1 million vehicles crossed the bridge, averaging at almost 20,000 per week. About 40%-45% of the traffic is caused by the cargo vehicles weighing over 12 tons. The cross-border infrastructure is managed by the Bulgarian-Romanian company “Danube Bridge Vidin - Calafat”. The company is responsible for the management and maintenance and the toll collection.

DANUBE BRIDGE

LOCATION: Giurgiu (RO) - Ruse (BG)

DATE OF CREATION: 1952

LENGTH: 2,223 m

WIDTH: 31.35 m

AVERAGE TRAFFIC: 1,370,000 vehicles/year (2017)

Web: https://structurae.net/structures/giurgiu-ruse-bridge

Since the Constantine Bridge of the Roman era, the Danube Bridge is the first road infrastructure connecting the Bulgarian and Romanian banks of the Danube River between the cities of Ruse (BG) and Giurgiu (RO). It was built in 1954 with the economic support of the Soviet Union. During the communist era, it was called the Friendship Bridge. The structure consists of a two-lane motorway with separated pedestrian sidewalks and an underlying railway. The 85m-central part of the bridge is mobile so as to allow the passage of boats, and Romania oversees its maintenance. Starting from early 2007, customs control was ceased. Also being an EU internal border, the border police performs passport/identity card control once per crossing. The future implementation of the Schengen Agreement will remove fix border control. While strengthening the Ruse and Giurgiu cross-border cooperation, the idea of a new bridge arises. Bulgarian and Romanian authorities have recently recognised the necessity for reconstructing the existing bridge or even building a new one. In the first eight months of 2017, 1,370,000 vehicles already crossed the bridge. It has been determined that the capacity of the existing infrastructure is insufficient for such traffic performance since there is only one lane in each direction. The new bridge would provide faster road and improved rail connection between the two countries within the framework of the Pan-European Corridor IX (from Helsinki in Finland to Alexandroupolis in Greece), and it would be located along the Eastern part of the existing bridge.
NORTHERN EUROPE

EUROREGIONS

• Sønderjylland-Schleswig Euroregion
• Fehmarnbelt Committee
• Greater Copenhagen & Skåne Committee
• Frankfurt-Słubice Cooperation Centre
• Pomerania Euroregion
• Baltic Euroregion
• Svinesunds Committee
• Kvarken Council
• Botnian Arc
• Finestlink Helsinki-Tallin

CROSS-BORDER EQUIPMENTS

• Oresund Bridge
**Main Achievements**

The general achievements of the project include setting up an effective emergency rescue service. Thanks to the new legal and operational protocols established between the two countries, the closest fire station can now reach the area irrespective of the national side it is located in. The coordination between Danish and German firemen has been improved by using several tools, such as joint legal insurances for cross-border initiatives; specific trainings for firefighters on procedures and technology knowhow; a common mapping system of accidents to be managed by authorities on both sides of the border; finally, joint practical exercises and recruitment activities.

**Period:** 2011 - 2014  
**Main Theme:** Environment  
**Leader:** Tønder Kommune (DK)  
**Partners**  
DK: Brand & Redning, Aabenraa Kommune; Sønderborg Kommune  
DE: Kreis Schleswig-Flensburg; Kreis Nordfriesland; Stadt Flensburg  
**Budget:** 478 212 Euros  
**EU Funds:** 310 838 Euros  
**Own Funds:** 167 374 Euros

**Source:** Sønderjylland-Schleswig Euroregion; Emergency response without borders Project

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**Date of Creation:** 1997  
**Countries:** DE / DK  
**Area:** 8 200 km²  
**Population:** 700 000

**Headquarters:** Padborg (DK)  
**Cross-Border Programme (2007-2013):** INTERREG Syddanmark-Schleswig, KERN (CURRENTLY INTERREG Germany-Denmark)

**Website:** [http://www.region.de/region/de/](http://www.region.de/region/de/)

**General Information**

**HISTORY**

The Sønderjylland-Schleswig Euroregion was created with the general purpose of encouraging common growth and improving the cultural link in the cross-border area, aiming for a general intensification of cross-border cooperation among people and organisations. The common historical development of the region has brought over an interesting intersection of German and Danish cultures, while also signalling the presence of a Frisian minority. The geographical area involved is located on the border between the northernmost part of Germany and the southernmost part of Denmark, making it a symbolic borderland that is seen as a gateway between Central and Northern Europe. At the institutional level, the Euroregion presents a high level of structuring and several organisational bodies supporting its work. It comprises a political board of territorial representatives, who are responsible for creating ad hoc committees, special-interest meetings and thematic working groups (except for the cultural committee, which holds a permanent position). Furthermore, the board is supported by an administrative management group and a joint secretariat for the technical management of the institution.

**PRIORITIES**

- Accessibility and Transportation  
- Cohesion and Social Integration  
- Education and Culture  
- Environment  
- Governance  
- R&I  
- Security  
- Local Economic Development  
- Spatial Planning

**GOVERNANCE**

- EGTC  
- EEIG  
- LGTC  
- Private Law Association  
- Public Law Agreement  
- Other

**EUROREGIONAL PARTNERSHIP**

- Local  
- SUPRALOCAL  
- REGIONAL  
- OTHERS

**PROJECT DESCRIPTION**

The project sought to develop citizen awareness for fires, accidents and disasters in the proximity of the border. The project’s aim was to develop a common system of resources (equipment and personnel) for handling risks in a joint cross-border perspective together with the development of common coordination and prevention efforts. The general activities were meant to include: the mapping of available resources and equipment on both sides of the border; a study on the feasibility of legal insurances for cross-border initiatives; specific trainings for firefighters on procedures and technology knowhow; a common mapping system of accidents to be managed by authorities on both sides of the border; finally, joint practical exercises and recruitment activities.

**Resources**

- **EU Funds:** 310 838 Euros  
- **Own Funds:** 167 374 Euros

**Agents involved**

- **DE:** Kreis Schleswig-Flensburg; Kreis Nordfriesland; Stadt Flensburg  
- **DK:** Brand & Redning, Aabenraa Kommune; Sønderborg Kommune  

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**GENERAL INFORMATION**

**HISTORY**

The general achievements of the project include setting up an effective emergency rescue service. Thanks to the new legal and operational protocols established between the two countries, the closest fire station can now reach the area irrespective of the national side it is located in. The coordination between Danish and German firemen has been improved by using several tools, while all legal issues related to rescue activities and insurances have been resolved. In the years leading up to 2014, eight cross-border emergency response actions were carried out successfully and the project partners have now ensured the expansion of such cooperation activities by introducing the new INTERREG 2014-2020 project “Contingency without Borders - Version 2.0.”
The Fehmarnbelt Committee is a relatively new cross-border organisation intended for the development of a solidly-integrated and competitive border region. The region takes its name from the 19 km waterway between Denmark and Germany, making the case for a clear maritime border between the peninsular region and the Danish island. The committee not only includes local territorial administrations into its rankings, insofar as representatives also join from the NGO sector, such as trade and employers’ associations, educational institutions, trade unions and tourism, culture and nature conservation organisations. At the institutional level, the committee members appoint an executive committee to administer the organisation’s plan of action; it is chaired by an officially elected Presidency. The committee is also aided by an administrative office. Despite its recent creation, the cooperation levels achieved by the organisation are quite profound, especially considering the regular redaction of strategic action plans with a pedagogical focus; finally, four further cultural Viking festivals were entirely focused on creative activities for children. A list of fundamental concepts of sailing accompanied by other lessons on ecological principles at sea; three intensive boatbuilding workshops and two Maritime festival days were organised for boatbuilding activities; five cultural and crafting Viking festivals were organised with a pedagogical focus; finally, four further cultural Viking festivals were entirely focused on creative activities for children. A list of pedagogical manuals for replicating the crafting activities developed during the project is also available online on the website platform.

**Main Achievements**

- The project mainly involved the execution of a large set of events gathering multiple groups of people around the different core themes of the initiative. Six sailing and navigation trips were organised on large sailboats incorporating young crews and teaching fundamental concepts of sailing accompanied by other lessons on ecological principles at sea; three intensive boatbuilding workshops and two Maritime festival days were organised for boatbuilding activities; five cultural and crafting Viking festivals were organised with a pedagogical focus; finally, four further cultural Viking festivals were entirely focused on creative activities for children. A list of pedagogical manuals for replicating the crafting activities developed during the project is also available online on the website platform.
The project achieved a total of four survey projects on culture in the Euroregional territory, two models of inclusion and participation in cultural activities, two tell-projects, a youth network and more than 20 professional training seminars for participants and members.

The project’s slogan states that it wants the whole Euroregional territory to be presented as a “creative fire” capable of creating a better society.

The project intended to strengthen the role of culture as a driving force for sustainable development of society. It seeks to reaffirm the importance of culture as a motor of growth by fostering networks of collaboration among universities, public authorities and creative companies. Furthermore, it seeks to develop municipal competences for smarter cultural management in local administration affairs. Thus, the project is meant to become a laboratory for new creative methods and the testing of projects with new managerial approaches.

The project achieved a total of four survey projects on culture in the Euroregional territory, two models of inclusion and participation in cultural activities, two tell-projects, a youth network and more than 20 professional training seminars for participants and members.

The project’s slogan states that it wants the whole Euroregional territory to be presented as a “creative fire” capable of creating a better society.
From its very foundation, the Frankfurt-Słubice area represented a classical example of a European city twinning to invest in the future by its shared purpose of overcoming borders. This border region is situated on the central part of the Polish-German borderline and is delineated by the river Odra, making the case for a fluvial border separating two rural areas with a general urbanised landscape. The region enjoys a long tradition of cooperation, having made the first agreements between the two territories as early as the 1950s, ergo even long before Poland’s relatively recent accession to the EU. At the institutional level, the cooperation centre has been consolidating its structure by becoming the equivalent of a technical secretariat with joint budget and personnel. The rest of the structure is attached to the local administration of the two towns (as in the case of the joint thematic committees comprising city council members or the regular agenda of meetings of the two mayors). High levels of cooperation are also realised by the development of a Frankfurt-Słubice Plan of Action 2010-2020.

The objective of the project has been the recovery, restructuring and reconstruction of two historical buildings on both sides of the border, i.e. The Bolfras House and the Kleist Tower, which are historically significant for both territories. In such a way, the authorities intended to invest in what they term as “beacons” for a cross-border Frankfurt-Slubice joint tourism marketing. Furthermore, being per se the first in a succession of future initiatives with the same purpose, the project was intended to enhance trans-border infrastructure for touristic purposes while delivering a joint image of cultural heritage. The whole project was also meant as an exercise of networking and synergy for further collaborations in the future.

The general outputs of the project included rebuilding the Bolfras House on the Frankfurt side while working on the Słubice side for developing technical documents on the reconstruction of the Kleist Tower (discovery of the remaining foundation; creating construction plans, reinforcement and ground preparation, as well as future planning of the intended uses). The restored Bolfras House is now open to the public, being the seat of a Polish-German tourist information centre, a large venue for offices and conference rooms as well being a documentation centre having the capacity to host exhibitions and cultural events.
The Pomerania Euroregion is one of the last cross-border regions created along the Poland-Germany border. As it has often been the case in relationships between countries affected by the so-called "scars" of history, cross-border cooperation has been the main tool for resolving political and historical conflicts among neighbouring territories. In its original agreement, the Euroregion included the presence of Sweden, but it later abandoned the project in 2013. Therefore, today this vast cross-border area in the northernmost part of the Polish-German border mostly includes a long borderland with a short maritime section. At the institutional level, the Pomerania Euroregion is highly structured insofar as it presents a Euroregional council, an official Bureau coordinated by a secretary position and responsible for the Euroregion working groups as well as a common secretariat for administrative purposes. The Euroregion is also very experienced in the management of INTERREG funding, gaining double access to both the Polish-German-dedicated operational programme and the South Baltic programme.

**Telemedicine within the Euroregion POMERANIA**

**Period:** 2010 - 2013  
**Main Theme:** Health  
**Web:** [http://www.telepom.eu](http://www.telepom.eu)

The project responds to a clear necessity inside the Euroregional territory for a general lack of advanced access to specialised medical disciplines, such as radiology, ophthalmology, otorhinolaryngology, etc. The general aim of the initiative is to promote the networking of small hospitals with larger ones of the main cities in the whole cross-border area. The activities include the setup of different sub-projects realising a series of technological networking activities such as the setup of video-conference equipment, the creation of data-sharing web portals for accessing clinical info or the coordinated protocol for medical procedures to be consulted through remote communication technologies. The whole project is therefore meant to reinforce CBC medical cooperation and coordination within the border region.

**Main Achievements**

The concrete list of achievements includes: a website database, online student lessons and quick videoconference setup for pathology studies (telepathology); a Tele-Stroke communications network for immediate neurological follow-ups and patient data exchange between remote clinics and big hospitals; a telecardiology network for immediate follow-up to radiological procedures and analysis of results; the installation of 52 advanced video conferencing systems in 14 clinic locations; an Ear-Nose-Throat (ENT) network for coverage of patient analysis on nights and weekends; an experimental and high-tech eye-scan technology network between a small and large hospital; a teleconference system for interdisciplinary approaches to cancer patients; finally, a telecardiology network with fast servers for exchanging urgent clinical data and collaborative treatment solutions.
The Baltic Euroregion always wanted to become a regional cooperation hub for all the main countries of the Baltic area. It is also known as the first CBC structure that took on board a Russian territorial partner (Kaliningrad Oblast) into its list of members. All the participating public actors are located on both sides of the southeastern Baltic Sea, making an interesting case for a Euroregion with both land and maritime borders. At the organisational level, it possesses a highly institutionalised structure including an International Permanent Secretariat, an Executive Board, several regional antennae and an innovative Youth Board with members aged 16-25 actively participating in its governance process. Furthermore, the Baltic Euroregion is also involved in multiple cooperation initiatives and the development of concrete political cooperation. While playing a supportive role in the establishment of the EU Macro Strategy for the Baltic Sea Region, it also has its own 2020 Agenda as it already helped establishing the South Baltic CBC programme.

DISKE

**Period:** 2009 – 2011

**Main Theme:** Research and Investigation

**Website:** [http://www.eurobalt.org](http://www.eurobalt.org)

The DISKE project (‘Development of Innovative Systems through knowledge Exchange’) aims to improve cooperation among the technology parks and incubators inside the whole Euroregional territory. It seeks further local economic development of its innovation SMEs by promoting stronger strategic alliances among local authorities, academia and companies, following the triple helix model. The project is expected to produce new networks of cooperation among the actors, improve technology and information transfer among them and organise various benchmarking events to promote new activities. The whole project was also oriented towards incorporating such best practices into future working methodologies and the individual strategies of relevant partners.

**Main Achievements**

The project realised more than ten study visits among the management staff of the different technology parks in three countries (Poland, Sweden and Germany). It also provided a series of specialist trainings for personnel involved in the field of effective technology park management. At the same time, it aided in organising thematic benchmarking events for the development of new sectorial alliances. In terms of long-lasting impacts, DISKE provided a final benchmarking report involving the analysis and comparison of different technology parks and centres, while inspiring them in producing new and more integrated development strategies and an official partner cooperation plan to be signed by all members.
**SVINESUND COMMITTEE**

**DATE OF CREATION:** 1980  
**COUNTRIES:** NO / SE  
**AREA:** 1 550 km²  
**POPULATION:** 588 000

**HEADQUARTERS:** Stromstad (SE)  
**CROSS-BORDER PROGRAMME (2007-2013):** Interreg Sweden-Norway

**WEBSITE:** [http://www.svinesundskommitten.com](http://www.svinesundskommitten.com)

The Svinesund Committee is a political organisation established to handle cross-border cooperation between Swedish and Norwegian subnational actors lying close to the sound of Svinesund. The border area is situated ca. 120 km south of Oslo, Norway. It also represents the main port for trade, tourism, commuting and border traffic between the two countries. The sound narrowness in an internal sea-duct makes the case for an almost fluvial-like border rather than a pure maritime one. Svinesund is a further example of a successful cross-border cooperation ignited by the mandate of The Nordic Council of Ministers. Its mission is to promote sustainable development (both in green and blue growth) while working to reduce border obstacles for a more integrated cross-border region. At the institutional level, the committee was restructured and rebranded in 2014; before this, it was formerly known as the “Border Committee Østfold-Bohuslän / Dalsland”. Today its governance is ensured by the presence of a board of directors and a steering committee, which are in turn supported by a general secretariat.

**MAIN ACHIEVEMENTS**

**PROJECT DESCRIPTION**

**PERIOD:** 2011 - 2011  
**MAIN THEME:** Governance

As one can anticipate from the project title, the general purpose of the initiative is the removal of as many barriers as possible between Sweden and Norway to improve business and commuting. The main goal is to stimulate growth and development in the border region between Göteborg / Karstad and Oslo as well as in other border regions in Sweden and Norway. It intends to do so by investigating information service levels to cross-border commuters to determine whether it needs to be accompanied by a similar information service for business issues. General activities include a selection of pilot studies and some surveys regarding commuting and cross-border businesses between the two countries, separating the working packages along with four thematic areas of study.

**RESOURCES**

**EUROREGIONAL PARTNERSHIP**

**GOVERNANCE**

**HUDBUDGET:** 1 047 778 Euros  
**EU FUNDS:** 506 667 Euros  
**OWN FUNDS:** 541 111 Euros

**AGENTS INVOLVED**

**LEADER:** Fyrbodals kommunalförbund (Association of Municipalities) (SE)

**PARTNERS**

SE: Bengtsfors kommun; Dals-Eds kommun; Mellendals kommun; Stenungsunds kommun; Tanums kommun; Trollhättans stad; Amals kommun; Västra Götaland County (*)

NO: Aremark kommune; Fredrikstad kommune; Halden kommune; Hvaler kommune; Rygge kommune; Råde kommune; Sarpsborg kommune; Ottestad fylkeskommune (*)

(*) All partners are members of Svinesund Committee Euregio

**PIRORITIES**

**SÅ SKAPAS Fler JOBB OCH AFFÄRER!**

Source: Freedom of Movement for Business Project

**MAIN ACHIEVEMENTS**

The main results of the project rotate around the achievements of the four theme groups: trade and industry, customs and tax, employees and finally collaboration and organisation. The first three groups have worked on making an inventory of border obstacles through the production of relevant studies, while the fourth group concentrated its work on finding new structures for cooperation and communication across the frontier. The mapping of border obstacles focused on making an inventory of trade and industry needs, distinguishing formal border obstacles from informal obstacles, including several types of difficulties ranging from everyday complications to substantial information deficiencies concerning cross-border procedures and practices.
The Kvarken Council (also known as Quark Council) is one of several Nordic cross-border cooperation forums established by the Nordic Council of Ministers. The organisation started as an annual conference, but as soon as 1979, the Council officially became an institutional structure with its own bodies. The main objective of the organisation is to initiate activities for reducing border barriers in the region. Its area of involvement includes the narrowest part of the Gulf of Bothnia, which is also commonly known as “Kvarken”. The distance between the two territories from coast to coast is around 80 km, making the case for a cross-border region with a clear maritime border. At the institutional level, the Swedish and Finnish public actors involved attend and participate in an annual meeting while leaving the Council Board to act as the operational management body. The Board is assisted by an official secretariat (headed by an assigned director) that hosts two operational teams (one for cross-border projects and the other for the administration of the cross-border region).

The purpose of the Kvarken Shortcut System is the development of a proper European transport route in the cross-border region to stimulate its development. By taking in consideration the entire Euroregional territory, the project is meant to establish a set of coordinated activities for stimulating an operational model dedicated to all public and private actors in the area either working with or depending on infrastructure. Furthermore, for a more concerted action, the entire work has been coordinated in cooperation with the east-west corridor from Finland to Norway. The general activities include a series of key studies and dissemination activities for the Kvarken Strait transport vision in all its forms, i.e. as air-traffic or sea-traffic, bridge/tunnel or a combination of the above.

The main project outputs included producing information material on transport in the area and conducting individual “transport package” studies for relevant stakeholders of the cross-border region. In the study, considerable attention was paid to the social and economic significance of new routes across the Kvarken Strait. The main results therefore derived from the update of the Kvarken Strait transport vision in terms of its status and plans for its development. Most importantly, the general feasibility study proved to be an excellent practice for setting up the “Midway Alignment of the Bothnian Corridor” project for the 2014-2020 period with funding of 20 million Euros, which facilitated the setup of a new environmentally friendly ferry system integrated with railroad transport routes.
The Bothnian Arc aspires to be a cross-border space for a competitive and innovative area in Northern Europe. It was conceived as a forum for advancing the cross-border region’s development with regard to increasing the quality of life and ensuring the safety of inhabitants. It is located in the northernmost part of the Baltic Sea and comprises the whole Bothnian Bay surrounding the coastal zone, marking the presence of both land and maritime borders. At the institutional level, the Swedish and Finnish public actors are involved mainly through the Board of Directors and a Working Committee, which are elected during the planned annual meeting for the actors of the region. At the same time, the institution holds a stable Bureau Office led by a formally elected President (also known as the CEO). The Bothnian Arc, which is one of the Nordic Border Co-operation organizations implemented by the Nordic Council of Ministers, is an excellent example for deeper cooperation levels achieved by countries in the area.

**ENERU EFFICIENT ENERGY MANAGEMENT IN BARENTS REGION**

**PERIOD:** 2013 - 2014  
**MAIN THEME:** Research and Investigation  
**WEB:** [http://eneru.eu](http://eneru.eu)

The ENERU project is meant to strengthen cross-border cooperation in energy management among the Russian southern Kola region, the Finnish Lapland and the Swedish Norrbotten areas. It has a series of energy efficiency audits in pre-selected buildings from cities in Russian territories designed to adjust the participating actors’ auditing method and action plan to renewable energies. The project also considers the potential increase in business cooperation spawning from such practices. At the same time, the project stimulates the creation of a stable cross-border network involving management companies, local authorities and educational/research organisations for the transfer of knowledge, methodology and practical knowhow.

**PROJECT DESCRIPTION**

**BUDGET:** 944 324 Euros  
**EU FUNDS:** 449 903 Euros  
**OWN FUNDS:** 494 421 Euros

**PARTNERS**

FI: In Micropolis Oy, Bionova Ltd; Kemi-Tornionlaakso Municipal Education and Training Consortium Lappia  
SE: Piteå municipality, Bothnian Arc ekonomisk förening  
RU: The Union of the Cities of the South of Kola Peninsula

**AGENTS INVOLVED**

**RESOURCES**

**LEADER:** Lapland University of Applied Sciences (FI)

The project included several outputs affecting the involved area. First of all, it conducted a target study on energy consumption in the three regions. The study comprised special energy audits and the development of an adjusted methodology based on international practices, alongside an analysis on renewable energy in the southern Kola region. Consequently, the project developed a specific Action Plan for energy management processes in the project. The ENERU team also dealt with specific dissemination tasks, particularly focusing on spreading information about market conditions and commercial possibilities in the energy efficiency sector for the Barents region. Lastly, several funded seminars, expert exchanges and study visits were organised for relevant stakeholders in the area.
The Rail Baltica Growth Corridor (RBGC) project promoted transport policies for the development of multimodal logistics and modern railway infrastructure in the eastern Baltic Sea Region. The main objective was to improve passenger mobility and freight transportation inside and beyond the cross-border territory. In such a way, the project promoted multilevel dialogue on the transport policies of all Baltic countries. The general objective of the project was to improve the competitiveness and accessibility of Baltic cities and regions by increasing their interaction and collaboration. RBGC also aimed at creating a stable cooperation platform that observes the needs of the transport sector and its customers in line with green growth corridor principles.

Formerly known as the Helsinki-Tallinn Euroregion up until 2013, this recently recreated cross-border initiative represents a fascinating case of Euroregion transformation according to the specific needs of a cross-border area. Having political cooperation on a multisector level reached an impasse between the two territories, the two cities decided to focus monothematically on the most important priority for their cross-border activities: accessibility and transportation. Due to the high mobility levels of commuters and tourists choosing to cross the 87 km of the Baltic strait separating Finland and Estonia, the FinEst Link Network aims to develop transport cooperation and improve existing transport links, managing integrated offers and electronic ticket services for joint mobility. At the same time, on a wider European strategy, the organisation also lobbies in favour of the construction of a future railway tunnel joining the regions. For the time being, the public actors involved have decided to sustain the organisation by framing it as a CBC project into the INTERREG Central Baltic programme, choosing an ad hoc steering committee instead of a stable secretariat.

Main Achievements

The project’s research focused on a study that gathered data on public and private sector stakeholders and decision-makers in the field of transport and regional development. At the passenger level, an online platform incorporating connections from Europe with the East Baltic Region in terms of long-distance and local public transport provided free timetable information and with appropriate translation in the user’s native language. Furthermore, it covered multimodal routes (road, rail, sea and air). At the stakeholders’ level, the project realised a Logistics Pilot Model for the harmonisation of services and common interoperability between logistic centres in the wider region. Finally, the knowledge gained from the project was used to generate the Rail Baltica Growth Strategy policy document now applied in the whole eastern Baltic Sea Region.
The Oresund Bridge is the longest combined road and rail bridge in Europe. In terms of structure, it runs nearly 8 km from the Swedish coast to the artificial island Peberholm in the middle of the strait. The crossing is completed by the Drogden Tunnel stretching 4 km from Peberholm to the Danish island of Amager. The first idea of a bridge crossing the Oresund was presented in 1936 by a consortium of engineering firms. It kept being rejected for multiple reasons for several decades (i.e. WWII, the ensuing climate of distrust, economic crisis and political disagreements). The governments of Denmark and Sweden eventually signed an agreement to build a fixed link in 1973. However, that project was cancelled in 1978 due to the economic situation and growing environmental concerns. As the economic situation improved in the 1980s, interest continued and the governments signed a new agreement in 1991. The bridge was ultimately completed in 1999. Beyond the extensive traffic records registered, the Oresund Bridge has become part of the daily lives of the populations involved, also made popular through the criminal TV series (The Bridge), which is set there. Recently, it received new media coverage due to increasing concerns related to the immigration crisis (2016).
This Catalogue of Good Practices is dedicated to Euroregions, European organisations which are playing an influential role right on the borders of European countries and especially during a time when doubts continue to challenge the entire European integration process. In our view, Euroregions truly matter: they are a symbol of communal living across borders, which shape the diversity of the European continent. Therefore, we should provide every possible support in developing these structures as progressive indicators of cross-border activities that are fortunately spreading across internal (and some external) EU borders. With this Catalogue of Euroregional Good Practices, which was put together after four years of research, the COOP-RECOT II research team aims to provide a strong output for a revitalised debate on how to fully realise the potential of Euroregions. Therefore, we seek to provide a new tool in our quest for optimal solutions that could inspire a higher level of cross-border cohesion and favourable advancement of European Integration processes.

We intend to fulfil the aforementioned aims by introducing two separate sections in the Catalogue. In the first section, we begin by introducing contemporary theoretical contributions to CBC and Euroregions, including a comprehensive explanation of our working methodology throughout the research. By showing the process leading us to generate a global list as well as a specific selection for this catalogue, we aim to provide a solid quantitative analysis of our sample. In the second section, we present our research on 80 CB Euroregional structures selected in the form of data sheets that detail important information derived from our database. The technical data are also accompanied by a short description of the Euroregion as well as the features of the corresponding CBC project.