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**FINNISH CROSS-BORDER COOPERATION WITH ESTONIA AND WITH
RUSSIAN KARELIA: PROJECTS FUNDED BY INTERREG IIIA**

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ANNEX 1

1 FINNISH CROSS-BORDER COOPERATION WITH ESTONIA AND WITH RUSSIAN KARELIA: PROJECTS FUNDED BY INTERREG IIIA

1.1. *Introduction*

Since its inception, the EU Interreg IIIA programme has been specifically aimed at promoting cross-border cooperation (CBC) initiatives both on external and internal borders of the EU. It should be noted, however, that being an instrument of EU's internal regional policy, Interreg IIIA could financially support only projects within EU member states. For projects in East European neighbouring countries, the activity of Interreg IIIA has been supplemented by EU foreign policy instruments, such as Phare in Estonia (until its accession to the EU in May 2004) and Tacis in Russia (until the introduction of the New Neighbourhood Policy Instrument in 2005).

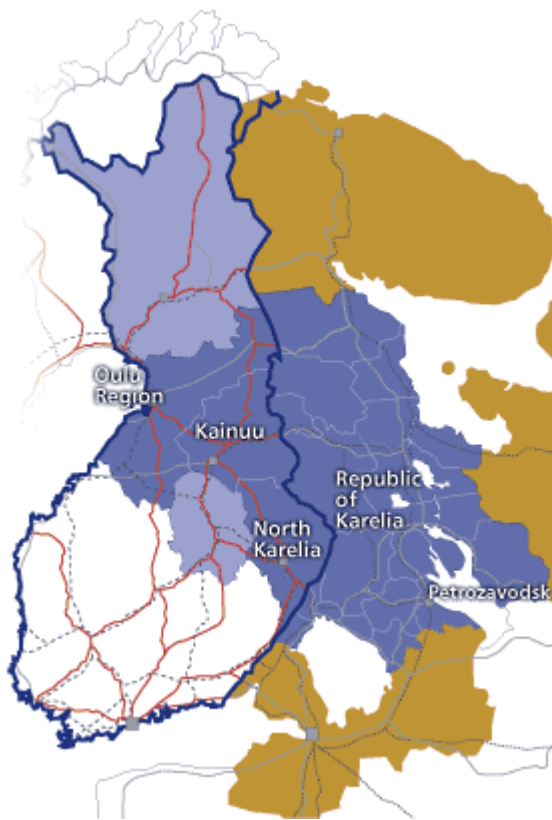
The work of Interreg IIIA has been also supplemented by various international (e.g. Nordic), national, regional and municipal programmes, as well as private initiatives, which have also provided financial support to CBC projects. As a result, it is possible to say that Interreg IIIA has become an organizing centre of a widespread multilayer network supporting and guiding the development of CBC.

During the last decade CBC along EU's eastern border has made substantial progress. Euregios and various inter- and intra-regional organizations have become the main pillars of institutionalization of cross-border ties. CBC has also been actively developed beyond formal frames of European institutions and instruments. For instance, a notable success has been achieved in the formation of informal private cross-border contacts, e.g. joint ventures, cross-border marriages, cultural exchanges, migrations, etc.

This brief report is devoted to an analysis of CBC progress in two programming areas, namely: (1) Southern Finland – Estonia and (2) Finland – Russian Karelia. Six Interreg IIIA projects (three for each programming area) have been selected for this purpose. The overall aim of this analysis is to reveal how Interreg IIIA projects contribute to cross-border learning processes, as well as to establish whether such projects result in longer-term follow-up activities setting up a new stage for CBC between these regions.

1.2. *Basic characteristics of case study regions*

CBC between Finland and Russian Karelia develops within the framework of Euregio Karelia (<http://www.karjala-interreg.fi/euregio>). Euregio Karelia was established in the year 2000 by the Russian Republic of Karelia and three Finnish regions: Pohjois-Pohjanmaa, Kainuu and Pohjois-Karjala (see Map 1). The total population of the Euregio is 1.4 million, and its area is 263,667 square kilometres. In terms of physical geography, this territory is a plain, mostly covered by forests with a large number of lakes and swamps. Urban centres are rather small (Petrozavodsk, Oulu, Joensuu and Kajaani) and are situated at considerable distances from each other. The density of the population is also quite low. This character of the system of human settlements decreases the intensity of cross-border flows, which somewhat slows down the development of CBC in this area. Finally, it should be mentioned that the bordering areas differ very significantly in terms of their economic development. Thus, according to different estimates, on the Finnish side GDP per capita is 4-6 times higher than that on the Russian side. The economy of Russian Karelia is based on exports of natural resources (timber and iron ore), whereas Finnish border regions possess a much more diversified and advanced economic structure.



Map 1.1. Euregio Karelia

(Source: <http://www.euregiokarelia.fi/EN/programme>)

Finnish-Estonian CBC develops across the shores of the Gulf of Finland (see Map 2). Administratively, on the Finnish side the area includes four Finnish regions (Varsinais-Suomi, Uusimaa, Itä-Uusimaa and Kymenlaakso) and the city of Helsinki. On the Estonian side it includes nine counties (Harjumaa, Järvamaa, Lääne-Virumaa, Raplamaa, Ida-Virumaa, Läänemaa, Pärnumaa and Saaremaa) and the city of Tallinn. In these areas CBC initiatives are supported by the Interreg IIIA Southern Finland and Estonia Programme. Two particular “umbrella” organizations of CBC should be mentioned: 3+3 and Helsinki-Tallinn Euregion.

3+3 is a cooperative network of three counties of the Northeast Estonia (Ida-Virumaa, Lääne-Virumaa and Jõgeva) and three regions of Southeast Finland (Päijät-Häme, Itä-Uusimaa and Kymenlaakso). Their cooperation began in 1994, when the first cooperative agreement was signed. The total population of 3+3 is 780 thousand, and the combined area is 24,028 square kilometres. These regions share many common features. Geographically, both the Finnish and Estonian regions are located in the Eastern part of their countries and have a border with Northwest Russia. The Gulf of Finland divides them, but is also regarded as an important resource for the development of tourism, as well as for environmental projects. Economically, both sides experience the need in industrial restructuring and in finding a solution to the problem of unemployment, which is higher here than the national averages.

Helsinki-Tallinn Euregion (<http://www.euregio-heltal.org>) was first set up in 1999. In 2003 it was transformed from a network into a non-profit association. Its combined population is 1.8 million, and the area is 10,699 square kilometres. It includes, on the Finnish side, the city of Helsinki and the Uusimaa region and, on the Estonian side, the city of Tallinn and the Harju county. The area as a whole is regarded as a “twin-region”. Helsinki and Tallinn are amongst the most developed and rich areas in their respective countries. They have well-developed transportation links across the Gulf of Finland and internationally. They possess diversified economic structure and substantial social and human capital. In their cooperation they put an emphasis on scientific research (Helsinki-Tallinn Science Twin-City Programme), as well as on education and on best practices in municipal administration.



Map 1.2. Finnish-Estonian CBC area

(Interreg IIIA Southern Finland – Estonia programme)
 Source: <http://www.interreg-finest.net/?id=1348>

1.1.1 Finnish-Estonian and Finnish-Russian Interreg IIIA CBC: top priorities

Finnish CBC with Estonia and with Russian Karelia has followed different paths, which is not surprising, given the dramatic differences in the development trajectories of Estonia and Russia since the collapse of the Soviet Union, as well as major geographic and cultural differences between them. Estonia has been much closer to Finland culturally and historically than Russia. Perhaps, this provides an explanation why cultural and social projects were relatively more popular in the Finnish-Russian case (see Table 1): they were aimed at overcoming cultural alienation, whereas in the Finnish-Estonian case that was not an issue. Likewise, social problems were apparently more acute on the Russian side than in Estonia. As a result, they got a much higher priority in the Finnish-Russian case.

The Finnish-Russian case also demonstrates high popularity of economic projects (Theme 3: “Growth, employment and competitiveness”). This is clearly a result of a major gap in the levels of economic development between Eastern Finland and Russian Karelia. This gap serves as an incentive for the development of cross-border business links. It should also be noted that both regions suffer from their peripheral geographic position, which leads to quite similar socio-economic problems, such as relatively high unemployment and relatively low competitiveness. Consequently, Eastern Finland and Russian Karelia both prioritise the third theme, while in the Finnish-Estonian case (where the bulk of projects are carried out between the capital metropolitan regions of Helsinki and Tallinn) these problems attract relatively less attention.

In the Finnish-Estonian case CBC has been aimed at promoting “cognitive integration” of participating regions. The emphasis was put on networking, research, innovation, knowledge-sharing, institutional learning, education and training. Thus, by developing their social and human capital through CBC, the regions try to occupy a leading place in global information society. Estonia’s accession to the EU was also a major factor affecting CBC. A major part of Finnish-Estonian projects had a knowledge-transfer component facilitating the adjustment of Estonian institutions to the requirements of the EU.

In sum, it can be said that if a majority of Finnish-Russian projects strived to overcome social, cultural and economic barriers for cross-border interaction and to alleviate negative consequences of peripherality, a majority of Finnish-Estonian projects contributed to the development of a post-industrial zone of global innovative leadership and Estonia’s integration in the EU. This is the principal difference between these cases.

Table 1.1 Thematic structure of Interreg IIIA projects, %*

| | Euregio Karelia | Southern Finland – Estonia | Interreg IIIA as a whole |
|---|-----------------|----------------------------|--------------------------|
| 1. Knowledge-sharing, innovation and research | 33.6 | 57.9 | 38.3 |
| 2. Environment and quality of life | 29.2 | 35.8 | 37.6 |
| 3. Growth, employment and competitiveness | 55.8 | 38.9 | 37.2 |
| 4. Cultural and cross-border social interaction | 70.8 | 37.9 | 35.7 |
| 5. Education, training and migration | 29.2 | 46.3 | 23.1 |
| 6. Transport | 17.0 | 1.0 | 8.5 |
| 7. Remote and rural development | 0.9 | 1.1 | 5.0 |
| 8. ICT | 8.0 | 11.6 | 3.8 |
| 9. Hazards | 1.8 | 4.2 | 2.6 |
| 10. Energy | 0.9 | 0.0 | 1.6 |
| Total number of projects (absolute number) | 113 | 95 | 3495 |

* This table was calculated on the basis of a database of Interreg IIIA projects. Although this database is incomplete, it can be treated as statistically representative

(it contains approximately 80% of Interreg IIIA projects). NB: Each project may address up to 3 themes. Thus, the percentages if added up come to more than 100%.

Source: ESPON database of approved Interreg III projects (11.07.2005)

2 OVERVIEW OF SELECTED FINNISH-RUSSIAN INTERREG IIIA PROJECTS

2.1 Barents business, trade and investment development

Goals: The project focuses on the study of problems faced by Finnish enterprises doing business in the Russian part of the Barents region (BEAR). The main aim is to identify and prioritise these problems, and to urge Finnish and Russian governments to alleviate them. The project is divided into three working groups: (1) customs and border crossing; (2) legislation and investments; and (3) logistics. The project also aims at establishing fruitful long-term cooperation between Finnish and Russian chambers of commerce.

Partners: two Finnish and five Russian chambers of commerce

Mode of interaction: regular meetings of the working groups and joint research activities

Results:

Each working group has published a list of prioritised problems, and public officials (both Finnish and Russian) have been informed about these problems;

In a few cases the problems have been solved;

Good contacts with Russian public authorities (especially with Customs and Road Maintenance Administration) have been established;

A network of Finnish and Russian chambers of commerce has been set up: it is used for regular information exchanges and for organization of joint commercial and non-commercial events (e.g. Finnish-Russian Business Forum)

Follow-ups: The project has de facto created a monitoring system providing on-going gathering and analysis of data on regulation of foreign trade and investments in

Russia. This activity occurs within the framework of information exchanges among the chambers of commerce.

Special features: Business Forums provide the much-needed institutional platform (and a channel of communication) organising forward and backward linkages between Russian public authorities and Finnish business community, which helps to solve identified problems.

2.2 Border research: EU and Russia

Goals: (1) to develop cooperation between Joensuu (capital of Finnish North Karelia) and Petrozavodsk (capital of Russian Karelia) and promote their status as centres of expertise in border research; (2) to create and promote new border-related research, development and educational projects; and (3) to produce publications for the use of teachers and university staff working in this field.

Partners: Finnish and Russian universities and research institutes

Mode of interaction: joint research projects, exchange visits, workshops and publications

Results:

A number of joint Finish-Russian research projects in the field of border studies have been carried out;

A study course on border issues and on Northwest Russia (with an e-learning component) has been organized at the University of Joensuu;

A number of PhD research projects focusing on border issues have been started;

Border-related research has been intensified in Russian Karelia and has become one of priority areas at the Petrozavodsk Institute of Economy and at the Faculty of Geography of the Petrozavodsk Pedagogical University.

Follow-ups: The Education and CBC Project has been recently launched with the aim to broaden the existing cooperation between Eastern Finland and Russian Karelia to include also educational research. The project aims to generate ideas how to match educational courses to the needs of labour markets. Within the project a proposal for action is going to be made in how to respond to structural changes that are in progress in the educational sector.

Special features: One of CBC initiatives being implemented in this field is the Cross-Border University. This is an innovative network of Finnish and Russian universities providing harmonised educational post-graduate courses. This project promotes integration of Finnish and Russian educational systems at the tertiary level. In addition, through studying at this University, students are exposed to a wider variety of study options than if they would study only at a national university.

2.3 Development towards sustainable nature tourism in Oulanka – Paanajärvi region

Goals: (1) to secure the sustainable development of nature tourism in the Oulanka and Paanajärvi national parks; (2) to raise the value of the places of interest inside the parks; and (3) to keep up the dynamic dialogue between administrations of the parks

Partners: Finnish Oulanka and Russian Paanajärvi national parks, and Finnish Forest and Park Administration (NUTS 0)

Mode of interaction: exchange visits, workshops, training and field-trips

Results:

Completed development of tourist trails;

Several park guidebooks in Finnish, Russian and English have been published;

Historical research of the area has been completed;

Camping sites and roads leading to them have been improved;

Training of personnel of the Paanajärvi park in the field of sustainable nature tourism has been carried out

Follow-ups: It is planned to launch a joint marketing campaign aiming to raise the number of international visitors to the parks.

Special features: Both the parks have been entered into the UNESCO World Heritage List as an integrated whole – this is a unique case of joint cross-border action on the global arena, and of international recognition of their unity, which underlines the high level of their integration.

3 OVERVIEW OF SELECTED FINNISH-ESTONIAN INTERREG IIIA PROJECTS

3.1 E-Trainer project

Goals: (1) to enhance willingness to develop e-learning in the educational institutes and teacher education institutes in the target area; (2) to help in creating common e-learning study modules to be used in the organizations taking part in the project

Partners: Finnish and Estonian universities and colleges from Helsinki, Porvoo, Tartu and Pärnu (and a few participants from Latvia, Lithuania and Russia)

Mode of interaction: seminars and exchange research visits

Results:

Skills of arranging e-learning in educational institutes have increased;

Routines of arranging continuing education to personnel of educational institutes have developed;

Attitudes of teachers towards e-learning have become more positive;

Teachers who have taken part in the training have developed better skills in using ICT;

Such e-learning study modules have been developed that are in the future free to use to every organization that has taken part in the study module development of E-Trainer;

Cooperation network of Finnish, Estonian, Latvian, Lithuanian and Russian (Kaliningrad) educational institutes for future e-learning development has been created.

Follow-ups: E-Trainer has enabled teachers of the participating institutions to develop their own e-learning courses. Eight such courses have already been developed and offered to students: Business English, Accounting, International Marketing, Business Management, Customer Marketing, Basics of Law, National and Regional Economics, and IT and Economics.

Special features: E-learning per se represents a powerful and accessible instrument stimulating cross-border interaction. E-learning study courses provide the opportunity

to create genuinely diversified “virtual classes” of students from different countries, which may eventually evolve into interesting milieus for cross-border integration.

3.2 FinEst MetNet – sectoral networking development in the metal-machine industry

Goals: (1) to build up know-how in networking in order to increase competitiveness and efficiency of firms participating in the project; (2) to support internationalisation by helping the companies in partner search and in their marketing efforts; (3) to rise vocational competence and to support innovations through the development of networking-based strategies, and through tailor-made personnel training; (4) to establish sustainable Finnish-Estonian networks in the metal industry; and (5) to rise attractiveness of the metal industry and relevant education for prospective employees via creating innovative training schemes in cooperation between schools and companies operating in the metal industry (tailor-made schemes)

Partners: educational and development institutions, and industrial associations from Finland and Estonia, as well as Estonian municipal authorities (NUTS 4)

Mode of interaction: joint seminars, research activities and study visits

Results:

“Basis for network-building” training scheme for company directors has been launched;

Expert services in partner search and study/fair/marketing trips have been started;

Estonian partner-companies personnel training has been upgraded to meet Finnish standards;

Sustainable Finnish-Estonian network in the metal industry has been set up;

Tailor-made scheme for training cooperation between schools and companies has been developed

Follow-ups: The resulting improvements in quality and professionalism of Estonian employees in the metal industry have allowed Finnish companies to increase their international competitiveness through subcontracting/outsourcing of some technological operations to their Estonian counterparts. Better knowledge about existing opportunities on the other side of the border has stimulated realisation of a number of new cross-border business projects.

Special features: Cross-border industrial networking can act as a means improving international competitiveness on both sides of the border, and as a source of inspiration for new projects, which otherwise could not be conceived. It seems that acquaintance with the situation across the border opens up new horizons of thinking, thus stimulating creativity.

3.3 Ecosense: agro-environment and organic farming

Goals: The main goal of the project was to raise the knowledge level of Estonian, Latvian and Lithuanian advisors in agro-environmental issues and build up a long-term cooperation between Finnish and Baltic agricultural advisors.

Partners: Finnish agricultural and rural advisory and research centres and Estonian Centre for Ecological Engineering, Estonian Ministry of Agriculture (NUTS 0), and Estonian state agriculture advisory organization in Jänedä, as well as a number of similar partners from Latvia and Lithuania.

Mode of interaction: regular meetings of the working group, seminars and field trips

Results:

The project issued two guidebooks on farm management and organic farming, which have been distributed among agricultural advisors in the Baltic states;

Successful popularisation of the WISU software in the Baltic states (the WISU software package for Windows OS has been developed in Finland and is used at most Finnish farms for planning crop production and rotation);

Long-term network of Finnish and Baltic agricultural advisors has been set up

Follow-ups: It is proposed to begin a new project dealing with deterioration of water quality because the nutrient leakage from agriculture is still a serious problem, particularly in the Baltic states. Other suggested areas for continuing cooperation are fish-farming, rural tourism, and compliance with EU agricultural and environmental requirements. These topics attract great interest in the Baltic states, while the Finnish side is able and willing to provide assistance in these fields.

Special features: By establishing common operational environment for agricultural advisors (e.g. the WISU software and other Finnish agricultural technologies), the project has created a broader basis for further cooperation. Through its learning activities the project has fostered positive interdependencies, thus promoting European integration.

4 CONCLUSIONS

During the last decade CBC has become a well-organized and institutionalised field. It is quite typical when Interreg IIIA projects are follow-ups of their predecessors from the Interreg II programme. Likewise, in their turn, Interreg IIIA projects are followed by a new wave of CBC initiatives. It seems the process of CBC as a whole has become self-sustaining, because it is based on the understood need in and real benefits of cross-border interaction.

Cross-border cooperation at its core represents a meeting of two different cultures. Their interaction naturally leads to mutual learning and integration. This milieu of inter-cultural dialogue is the place where societal innovations are bound to appear. And they do appear, as the aforementioned cases aptly demonstrate. It has not yet been fully understood whereto this process leads our societies. But it is quite clear that Finnish-Estonian CBC has reached a far more advanced stage than Finnish-Russian one. Cultural similarities play a decisive role in this outcome. Nonetheless, as this paper shows, there are innovative CBC projects in the both case study regions.

Cross-border interaction (CBI) is a powerful force affecting spatial socio-economic structures of neighbouring regions. Some border communities reap benefits of their geographical position, while others are left behind. It has become clearer that state border represents not only a liability, but also an asset, when different conditions (social, economic, cultural, political and regulatory) on both sides of the border can be capitalised and exploited for the benefit of local actors. Those communities that are capable of “taming” the border potential have already been turned into centres of growth. The linkages between CBI and spatial regional structure should become a subject for further research (e.g. within the framework of ESPON II).

ANNEX 2

1 CASE STUDY ON INTERREG IIIA IN SOUTHERN SPAIN

1.1 INTRODUCTION TO THE SOUTHERN-SPAIN INTERREG CASE STUDIES.

Methodology

This is a qualitative case study regarding the activities carried on in the Southern Region of Andalusia in Spain (NUTSII) within the framework of the European Programme Interreg IIIA, concerning Cross-border Cooperation and included in the European Development Fund (EDF). This study consists in a brief introduction to the general terms of the implementation of Interreg IIIA in Spain and several illustrative case studies of individual projects within both sub-programmes Andalusia-Algarve-Alentejo (Spain-Portugal) and Andalusia-Morocco (Spain-Morocco)

Selection process

The criteria for selection of the projects have been:

- They are from both sub-programmes.
- They belong to different priority areas and measures, as scheduled in the Spanish and Portuguese Operative Programmes.
- Their lifespan is at least of two Interreg IIIA calls.
- Availability of the information.

As well, during the selection process, involved officials in the Andalusian Administration have been consulted for appointing those experiences that might be of interest.

Issues addressed

The case studies have been conducted so that they could provide information on the following questions:

- Who are the partners, and to what extent do they participate in the project.
- On what themes do they cooperate
- What are the primary objectives of the project and what are its major achievements
- What kinds of activities have been taken on and which have yielded the best results.
- What can be learnt from concrete results for the shaping of further projects.
- Understanding that Interreg IIIA is a model of Decentralised Cooperation, information has been retrieved, whenever possible, regarding its performance as such:
 - The project's ability to create or reinforce horizontal linkages between partners
 - The project's ability to establish vertical linkages by jointing criteria from different institutional levels.
 - The projects capacity to bring to lower institutional levels the objectives of larger-scale policies.
 - The project's ability to generate a sustainable thrust in CBC.

Information retrieval

The information retrieval has been made by consulting documentation and dissemination literature from the relevant institutions and by doing semi-formal interviews with representatives of the different project leaders:

- The National and Regional Administration levels have been consulted for the Sub-programmes' Operative Programmes and general statistics regarding number and sector-wise distribution of the projects.

- The project leaders have provided primary information on the projects in the shape of technical documentation or additional data. In other occasions, only dissemination material was made available. Further on, involved officials have been contacted for further information on their procedures and results.

Limitations

This is merely an exemplary study. There are hundreds of projects within the studied sub-programmes, and establishing relevant comparisons and conclusions is beyond its capacity. The study is largely restrained to the Andalusian perspective and the public sector, i.e. most of the projects have Andalusian public institutions as project leaders. Also, the information retrieved is often incomplete or irregular, and sometimes was not even made available by the institutions addressed. It is therefore difficult to draw meaningful linkages between the different sources. The diversity of the application procedures necessary for accessing the information has increased these handicaps, as well as the time constraints of the study.

1.2 INTRODUCTION TO THE INTERREG IIIA SPAIN-MOROCCO AND SPAIN-PORTUGAL PROGRAMMES

This case study deals with the activities developed within the InterregIIIa Programme in region of Andalusia (NUTS2) in the South of Spain. Its corresponding areas for the Spain-Portugal sub-programme are the province of Huelva in Andalusia and those of Algarve (NUTS2 and 3) and Baixo Alentejo (NUTS3), in Portugal. The covered provinces in Andalusia for the Spain-Morocco sub-programme are Cadiz and Malaga (NUTS3).

1.2.1 Spain-Morocco

For the Spain-Morocco Sub-programme, the programming document prepared by the Spanish national managing authorities¹ establishes a structure similar to that of the Spanish-Portuguese sub-programme, though slightly more restricted:

1. Creation of infrastructure, rural planning and development in cross-border areas.
 - 1.1. Basic infrastructure of cross-border relevance
 - 1.2. Urban and territorial planning and coastal cross-border areas.
2. Enhancement, promotion and conservation of the environment heritage and natural resources.
 - 2.1. Environmental sustainability, natural spaces, water resources and forest management.
 - 2.2. Cultural sustainability, historical and ethnographical heritage and local identity.
3. Socioeconomic development and promotion of employability.
 - 3.1. Socioeconomic and entrepreneurial dynamisation.
 - 3.2. Cooperation in technological development, research and enhancement of information.
 - 3.3. Training, education and job availability
4. Promotion of cooperation and social and institutional integration.
 - 4.1. Institutional structures, cooperation and social and labour integration.
 - 4.2. Joint development of services and social facilities.

¹ Dirección General de Fondos Comunitarios y Financiación Territorial del Ministerio de Economía y Hacienda.

5. Technical assistance.

5.1. Technical assistance

5.2. The following table shows the correspondence between the Spanish-Moroccan priority areas and the objectives described by the EU for Cross-Border Cooperation:

| Priorit y Areas | Measures | | EC Priorities (Guidelines INTERREG III 2000/C 143/08-annex II) |
|-----------------|----------|---|---|
| 1 | 1.1. | Basic infrastructure of Cross-border relevance | 6. Basic infrastructure of Cross-border importance |
| | 1.2. | Territorial, Urban and Cross-border Coastal areas Planning | 1. Promotion of urban, rural y coastal development |
| 2 | 2.1. | Environmental sustainability and renewable ebergry sources | 1. Fostering urban, rural y coastal development |
| | 2.2. | Cultural sustainability, historical and ethnographical heritage and loca identity | 5. Protection of the environmental, energy efficiency and renewable energy sources. |
| 3 | 3.1. | Soicoeconomic and entrepreneurial dinamization | 1. Promotion of urban, rural y coastal development |
| | 3.2. | Cooperation in technological development, research and enhancement of information | 2. Development of the business spirit and SMEs, tourism and local development and employment initiatives |
| | 3.3. | Training, education and employability | 3. Integration of labour market and promotion of social inclusion. 4. Cooperation on research, technological development, education, culture, communications, health and civil protection. |
| 4 | 4.1. | Institutional structures, cooperation and social and labour integration. | 3. Integration of labour market and promotion of social inclusion. |
| | 4.2. | Joint development of services and social facilities. | 4. Cooperation on research, technological development, education, culture, communications, health and civil protection. 7. Cooperation in the legal and administrative fields. |
| 5 | 5.1. | Technical assistance | 8. Cooperation between citizens and institutions. 9. Technical Assistance. |

Source: PIC Interreg IIIa Cooperacion transfronteriza España-Marruecos 2000-2006 (FEDER)

A total public expenditure of 225.867.000 € is committed. 25% of the total is faced by the Spanish institutions and partners, the resting 75% is in charge of the European Development Fund (EDF). The breakdown of the expenses by priority areas is as follows:

- Area 1: 19,1 %
- Area 2: 7,7 %

- Area 3: 26,5 %
- Area 4: 44,9 %
- Technical Assistance 1,7 %

The Regional Government of Andalusia is in charge of 85,46% of the project, being the rest destined to the autonomous cities of Ceuta and Melilla on the African coast. The distribution of the Andalusian budget over the priority areas follows a slightly different pattern, having area 1 some more weight (34,0 %) in detriment of area 4 (27,9 %)²

A total of 114 projects have been approved over the three Interreg IIIA calls for the whole Spain-Morocco Programme³, see annexed table for the distribution of projects along the priority areas and the three Interreg IIIA calls.

1.2.2 Spain-Portugal (Andalusia-Algarve-Alentejo)

The Spain-Portugal programme is structured in six sub-programmes, namely Galicia/Norte, Castile-Leon/Norte, Castile-Leon/Centro, Extremadura/Centro and Alentejo and Andalusia/Alentejo and the Algarve, being the latter the one in which this study will focus. A sixth national sub-programme covers the technical assistance, for which national governments are responsible.

The 2000-2006 Programming Document prepared by the Spanish and Portuguese managing authorities⁴ establishes a break-down of several measures over five priority areas, as following:

1. Creation of infrastructure, rural planning and development in cross-border areas.
 - 1.1. Basic infrastructure of cross-border relevance.
 - 1.2. Urban and territorial planning and coastal cross-border areas.
 - 1.3. Cross-border rural development.
2. Enhancement, promotion and conservation of the environment heritage and natural resources.
 - 2.1. Environmental sustainability, natural spaces, water resources and forest management.
 - 2.2. Cultural sustainability, historical and ethnographical heritage and local identity.
 - 2.3. Energetic efficiency and renewable energy sources.
 - 2.4. Tourism-wise valorisation of heritage.
3. Socio-economic development and promotion of employability.
 - 3.1. Promotion and development of enterprises and of the productive base-
 - 3.2. Technological development, research and enhancement of the information society.
 - 3.3. Local socio-economic dynamizing, agro-industry and services.
 - 3.4. Training, education and job availability.
4. Promotion of cooperation and social and institutional integration.
 - 4.1. Cooperation and social, labour and industrial integration.
 - 4.2. Joint development of services and social facilities.
 - 4.3. Institutional structures for cooperation.
5. Technical assistance.
 - 5.1. Management, execution and monitoring expenses.

² Documento descriptivo INTERREG IIIA P.O. España-Marruecos. Consejería de Economía y Hacienda, Junta de Andalucía. PDF available at www.juntadeandalucia.es/economiyhacienda

³ Source: Ministerio de Economía y Hacienda de España.

⁴ Dirección General de Fondos Comunitarios y Financiación Territorial del Ministerio de Economía y Hacienda, in Spain; and Direcção Geral do Desenvolvimento Regional, in Portugal.

5.2. Studies, seminars, information and dissemination activities and external evaluations.

A total public expenditure of 1.075.883.200 € is committed. 25% of the total is faced by the national institutions and partners, the resting 75% is in charge of the European Development Fund (EDF). In sum, approximately 64% of the European support to the programme comes from EDF assigned to Spain and the resting 36% from that to Portugal.⁵ The breakdown of the expenses by priority areas is as follows:

- Area 1: 34.1 %
- Area 2: 29.8 %
- Area 3: 22.1 %
- Area 4: 10.7 %
- Technical Assistance, up to a maximum of 3.3 %

A total of 551 projects have been approved over the three Interreg IIIA calls for the whole Spain-Portugal Programme⁶. The Andalusia/Alentejo and Algarve sub-programme stands for 141.81 M€, around the 13% of the Spain-Portugal budget.

2 SPAIN-MOROCCO PROJECT

2.1 MA'ARIFA

Project basis.

Realm.

The province (NUTS3) of Cadiz and the region of Tanger-Tetouan. The project leader is the Diputación de Cadiz. The Spanish administrative figure of a province's Diputación is roughly that of a "commune of communes", a corporation where all communes within a province (NUTS3) are represented. The Moroccan counterpart is the Conseil Regionale de Tanger-Tetouan.

Problem.

This project is destined to coordinate and facilitate a variety of actions of local agents and institutions in the framework of the European interests. Thus there is not a specifically targeted problem, but a set of criteria that bring the actions together:

- Effective socio-economic integration of the immigrant collectives in Cadiz, aiming at turning them into a socio-cultural bridge between both shores. As well, provide with transferable experiences for the integration of rural collectives in the urban environments of Tanger-Tetouan.
- Taking advantage of the natural characteristics of the Tanger-Tetouan region and the province of Cadiz for the development of sustainable economic activities.
- Fostering institutional and entrepreneurial cooperation between the Tanger-Tetouan region and the province of Cadiz.
- Taking advantage of the common historical and cultural history existing between the Tanger-Tetouan region and the province of Cadiz, for achieving coherence within the socio-economical development activities in the Gibraltar Strait area.

⁵ Dirección General De Fondos Comunitarios Y Financiación Territorial Direcção Geral Do Desenvolvimento Regional. Documento Único De Programación Interreg III 2.000-2.006 Cooperación Transfronteriza España-Portugal.

⁶ Source: Ministerio de Economía y Hacienda de España.

- Establishing stable and durable channels for communication and cooperation between the Tanger-Tetouan region and the province of Cadiz, for the development of joint activities.

General objectives:

MA'ARIFA is a comprehensive project for the improvement of competitiveness and development capacity for the Tanger-Tetouan region and the province of Cadiz. It is elaborated by the Diputación de Cadiz, through its Institute for Employment and Technological Development, which has taken on the task facilitation, coordination and integration of the different activities and partners. These activities have been structured along the following axes:

- Urban Development,
- Andalusí⁷ culture and crafts,
- Cooperation between universities,
- Tourism and Heritage,
- New technologies and entrepreneurial development.

Project Data.

The Diputación de Cadiz is a direct partner of the Spanish Economy Ministry, in charge of assigning the FED funds. The Diputación receives, manages and assigns the funds to the partners. These are the ones in charge of identifying and preparing the projects along the guidelines of the Ministry for the Spain-Morocco Interreg Programme. In this particular case, the Diputación takes care of the 25% of the budget supposed to be paid by the partners. This is, the whole project is paid by FED (75%) and the Diputación (25%):

The total budget allocated amounts to:

- First Interreg IIIA call: 12.575.911,90 €
- Second Interreg IIIa call: 26.436.114,37 €

Activities.

294 activities have been taken on within the Ma'arifa project, according to the following structure:

- 1.2 Development of strategies for urban and territorial planning and coastal areas.
 - 1.2.1 Creation of an urban renewal programme in neighbourhoods with high immigrant population.
- 2.1 Development of strategies for sustainability and fostering of renewable energy.
 - 2.1.2 Creation of centre for research, restoration and environmental education for the Cadiz coastline.
 - 2.1.5 Renewable energies laboratory
- 2.2 Development of strategies for cultural sustainability, historical and ethnographical heritage and local identity.
 - 2.2.1 Andalusí music promotion centre.
 - 2.2.3 Towns and ports in the Gibraltar Strait
 - 2.2.4 Restoration and rehabilitation of historical and archaeological heritage in both sides of the Strait
- 3.1 Inception of strategies for socio-economic development and fostering access to labour market.
 - 3.1.1 Fostering Business and Tourism Resources

⁷ The term *Andalusí* refers to those cultural features stemming from the Islamic tradition in Spain and therefore currently common to both Spanish and Moroccan cultures.

- 3.1.2 Start-up of a Project for Awareness and Impulse for Micro-enterprises
- 3.1.4 Industrial Areas Management
- 3.1.5. Start-up of a Centre for Business Fostering
- 3.2 Development of cooperation strategies on technological development, research and enhancement of the information society.
 - 3.2.3. Technical assistance to enterprises towards adaptation to the new economy
- 3.3 Development of cooperation strategies on training, education and access to labour market.
 - 3.3.3. Creation of a multifunctional information centre
- 4.1 Social and institutional cooperation programme between IEDT (Diputación de Cádiz) and the Conseil Regional de Tanger-Tetouan.
 - 4.1.1. Social and Institutional Cooperation Programme
 - 4.1.2. Institutional Cooperation for Valuation of Environmental Endogenous Resources.
 - 4.1.4. Management and Planning Under the Principle of Sustainability: Local Agents Development
 - 4.1.5. Training and Capacity Building of Local Administrations' Technicians: Technical development
 - 4.1.6. Programme for the Acknowledgment of Documental Heritage in Both Shores of the Strait

Partners.

Public-mesolevel:

- Diputación De Cádiz.
 - Instituto De Empleo Y Desarrollo Tecnológico (IEDT) Project Leader
 - Fundación Provincial De Cultura
 - Área De Políticas De Igualdad, Juventud, Solidaridad Internacional
 - Fondo Andaluz De Municipios Para La Solidaridad Internacional
- Mancomunidad De Municipios De La Sierra De Cádiz
- Mancomunidad De Municipios Del Bajo Guadalquivir
- Mancomunidad De Municipios Del Campo De Gibraltar
- Mancomunidad De Municipios De La Janda
- Conseil Regionale Tánger-Tetuán (Moroccan)

Public-Local level:

- Commune of Cádiz:
 - Instituto De Fomento Empleo Y Formación De La Ciudad De Cádiz
- Commune of San Fernando:
 - Instituto Municipal De Promoción De La Ciudad De San Fernando
 - Instituto Municipal De Promoción De La Ciudad De San Fernando
- Commune of Puerto Real
 - Instituto Municipal De Promoción Fomento Socioeconómico Y Formación.
- Commune of Sherry
 - Instituto De Promoción Y Desarrollo De La Ciudad De Jerez
 - Gerencia De Urbanismo
- Commune of El Puerto De Santa María
- Commune of Setenil De Las Bodegas
 - Centro De Recursos Del Olivo

- Commune of Olvera
- Commune of Algeciras

Labour Unions:

- Unión Provincial De Comisiones Obreras De Cádiz
- Unión General De Trabajadores Cádiz

Private:

- Confederación De Empresarios De Cádiz
- Cámara De Comercio, Industria Y Navegación De Cádiz
- Cámara Oficial De Comercio Industria Y Navegación Del Campo De Gibraltar
- Cámara Oficial De Comercio E Industria De Jerez De La Frontera
- Consejo Andaluz De Cámaras
- Asociación Cardijn
- IFECA

Academical:

- Universidad De Cádiz
 - Aula Universitaria Del Estrecho
 - Grupo De Investigación TAM (Tecnología Del Medio Ambiente)

Analysis

| CALL | call 1 | | calls 1 and 2 | | | calls 1 and 2 | | | | calls 1 and 2 | | calls 1 and 2 | | | call 2 | | |
|--|--------|-------|---------------|-------|-------|---------------|-------|-------|-------|---------------|--------|---------------|-------|-------|--------|-------|-------|
| | 1.2 | 3.2 | 2.2 | | | 3.1 | | | | 3.3 | 4.1 | | | 2.1 | | | |
| ACTION | 1.2.1 | 3.2.3 | 2.2.1 | 2.2.3 | 2.2.3 | 3.1.1 | 3.1.2 | 3.1.4 | 3.1.5 | 3.3.3 | 4.1.1 | 4.1.2 | 4.1.4 | 4.1.5 | 4.1.6 | 2.1.2 | 2.1.5 |
| PARTNER | | | | | | | | | | | | | | | | | |
| Instituto de Empleo y Desarrollo tecnologico de la excmra. Diputacion de Cadiz | | | | | | | | | | | | | | | | | |
| Area de Politicas de Igualdad, Juventud, Solidaridad Internacional - Diputacion de cadiz | | | | | | | | | | | | | | | | | |
| Asociacion Cardijn | | | | | | | | | | | | | | | | | |
| Area de Politicas de Igualdad, Juventud, Solidaridad Internacional - Diputacion de Cadiz | | | | | | | | | | | | | | | | | |
| Aula Universitarios del Estrecho-Universidad de Cadiz | | | | | | | | | | | | | | | | | |
| Ayto. De Algeiras | | | | | | | | | | | | | | | | | |
| Ayto. De Olvera | | | | | | | | | | | | | | | | | |
| Ayto. Del puerto de Sta Maria | | | | | | | | | | | | | | | | | |
| Camara de Comercio e Industria de Jerez de la Fra. | | | | | | | | | | | | | | | | | |
| Camara de Comercio, Industria y Navegacion de Cadiz | | | | | | | | | | | | | | | | | |
| Camara Oficial de Comercio Industria y Navegacion del Campo de Gibraltar | | | | | | | | | | | | | | | | | |
| Centro de Recursos del Olivo del Ayto. De Setenil de las Bodegas. | | | | | | | | | | | | | | | | | |
| Confederacion de empresarios de Cadiz | | | | | | | | | | | | | | | | | |
| Consejo Andaluz de camaras | | | | | | | | | | | | | | | | | |
| Consejo Regional Tanger-Tetuan | | | | | | | | | | | | | | | | | |
| Fundacion provincial de Cultura - Diputacion de Cadiz | | | | | | | | | | | | | | | | | |
| IFECA | | | | | | | | | | | | | | | | | |
| Instituto de Fomento de Empleo y Formacion de la Ciudad de Cadiz | | | | | | | | | | | | | | | | | |
| Instituto de Promocion y Desarrollo de la ciudad de Jerez | | | | | | | | | | | | | | | | | |
| Instituto de Promocion y Desarrollo de la ciudad de Jerez - Gerencia de Urbanismo del Ayto de Jerez | | | | | | | | | | | | | | | | | |
| Instituto Municipal de Promocion de la Ciudad de San Fernando - Ayto de San Fernando | | | | | | | | | | | | | | | | | |
| Instituto Municipal de Promocion Fomento Socioeconomico, y fpmacion del excmo. Ayuntamiento de Puerto Real | | | | | | | | | | | | | | | | | |
| Instituto Municipal del Promocion de la Ciudad de San Fernando | | | | | | | | | | | | | | | | | |
| Mancomunidad de Municipios de la Janda | | | | | | | | | | | | | | | | | |
| Mancomunidad de municipios de la sierra de Cadiz | | | | | | | | | | | | | | | | | |
| Mancomunidad de municipios del Bajo Guadalquivir | | | | | | | | | | | | | | | | | |
| Mancomunidad de Municipios del Campo de Gibraltar | | | | | | | | | | | | | | | | | |
| Unión general de Trabajadores de Cadiz | | | | | | | | | | | | | | | | | |
| Unión provincial de Comisiones Obreras de Cadiz | | | | | | | | | | | | | | | | | |
| Universidad de Cadiz- Grupo de Investigación TMA | | | | | | | | | | | | | | | | | |
| % BUDGET CALL 1 | 32,26% | 7,98% | 31,04% | | | 9,06% | | | | 14,55% | 5,12% | | | | | | |
| % BUDGET CALL 2 | | | 30,14% | | | 30,06% | | | | 7,28% | 27,44% | | | 5,08% | | | |

Remarks

By the time being the information available on the development of the project is limited to the correspondence between partners and activities. But the data do not show the relations between partners. Especially important is the missing information on the participation of the Conseil Regionale de Tanger-Tetouan. Out of an interview with the responsible of the projects⁸, I have been informed that there has been participation on their side on the shape of identification of projects, and that they have been informed of the activities all through the project. Their task is limited by their reduced means and by the very nature of the Interreg programme, which does not allow fund allocation in non-European partners. Still, the task of the Diputacion de

⁸ Phone interview with Pedro Yeste, 20/04/2006

Cadiz in this project is reinforced by their own budget for direct aid, run by their Cooperation Unit, which is used to supplement these lacks.

The Ma'arifa project is regarded from the Diputacion de Cadiz as a pilot programme that is now followed up by their new project ARRABT, approved in the IIIa third call. This new project is to focus more in cooperation with the Moroccan, being all of the activities arranged along with the Conseil de Tanger-Tetouan, which is expected to have additional European funding from the Neighbourhood Instrument now being prepared. The development of this project proves Ma'arifa to have been a healthy experience.

The IEDT therefore exercises an outstanding example of decentralised cooperation, bringing together a large range of stakeholders from the administration, the civil and the private environments, and facilitating horizontal exchange between them and the Moroccan side. Beyond this, the cooperation of the IEDT with the Moroccan institutions is enhanced by having an agent on the field, working within the Conseil, and who is born Moroccan.

The fact of the Diputacion being in charge of the whole funding (the 25% of the budget meant to be assumed by each partner) arises doubts regarding the ownership of the projects. Being inquired about this, the responsible of Ma'arifa stated that some of the partners already had their own cooperation systems with the Morocco (e.g. twinning initiatives) and others are taking them up now. Being the second part of the project still in the implementation stage, it is yet difficult to assess its effect on rising awareness among the partners.

2.2 RENALIT

Project Basis.

Full title: Preservation of Natural Resources of the Coastline and Sea Environment.

Realm.

The project focuses in the Alboran Sea ecosystem, the confluence of Mediterranean and Atlantic waters, between the Gibraltar Strait and Oran. The project is intended to have an effect over those Andalusian communes near to and on the coastline of Cádiz and Málaga.

Problem.

The Spanish coast to the Alboran Sea has had a strong urban development, having a strong effect on its ecosystem and landscape. Construction of infrastructure has altered the natural dynamics of geological materials. Highly populated urban areas generate strong flows of waste water into the sea, affecting the ecosystem and the fisheries, which are also over-exploited. This situation has a reflection in the Moroccan coast, where the new tourism-related growths and infrastructural developments are not accompanied by the appropriate protection measures.

General objectives:

- To preserve and foster the sustainable use of natural resources and the improvement of environmental quality, and particularly the efficient and rational use of energy, in the 27 affected communes of Cadiz and Malaga. To settle experiences on inter-administrational cooperation and best-practice exchange, in the prospective of enhancing them towards a cross-border scale.

- Information, training, awareness-raising and promotion of environmental-sensitive behaviours.
- To ameliorate protection and management of species and natural areas of special relevance and fragility in the surroundings of the Strait of Gibraltar.
- To foster social and associational participation in preservation and environmental education on the coastal environment.

Project Data.

The Project is included within the chapter 2.1 of Interreg III Andalusia-Morocco, concerning Environmental Sustainability and Renewable Energy Sources. It consists on the provision of equipment, elaboration of studies and immaterial actions, and technical assistance.

The total budget allocated amounts to:

RENALIT (First Interreg IIIA call):1.189.160,00 €, being FED 891.870,00 (75%)

RENALIT 2ª Fase (Second Interreg IIIa call):1.521.502,00 €, FED 1.141.126,50 (75%)

RENALIT III (Third Interreg IIIa call):1.125.338,00 €, FED 844.003,50 (75%)

Activities.

- Preservation and sustainable use of the natural resources and amelioration of the environmental condition in 27 municipalities related to the coastline of Malaga and Cadiz to the Alboran Sea.
 - 1st phase:
 - Diagnosis of the municipalities.
 - Energy efficiency and renewable energy's use policy.
 - Information and awareness for citizens.
 - 2nd phase:
 - Pre-diagnosis of the energy premises in the covered communes: analysis of alternative sources and optimisation plans.
 - Actions on energetic saving and fostering renewable energies.
 - Analysis and evaluation of the urban water cycle in the provinces of Cadiz and Malaga.
- Programme of environmental awareness, education and communication for the population.
 - 1st phase:
 - Qualified educators and animators team
 - Spanish-Moroccan volunteers network.
 - Campaigns for civic participation.
 - Communication elements and dissemination material.
 - 2nd phase:
 - Dissemination and awareness materials.
 - Updating and follow up of actions for environmental education.
- Fostering social and associational participation.
 - Only in the 1st phase:
 - Dissemination material.
 - Information and awareness campaign.
 - Training seminars for volunteers.
 - Training seminars on preservation of sea species.
 - Information campaigns in the fisher sector.
- Restoration of habitats and preservation of biodiversity.
 - Only in the 1st phase:
 - Technical management plan.

- Restoration and preservation of vegetal formations.
 - Consolidation of endangered species nuclei.
- Management and protection of fragile eco-systems and endangered species in the area of the Strait.
 - Only in the 2nd phase:
 - Actions for the preservation of the Spoonbill.
 - Control and survey of the Buttonquail.
 - Surveillance boat for the Strait's Natural Reserve.
- Monitoring and evaluation.
 - Monitoring reports.
 - Final technical report.
 - Dissemination brochure.

Partners.

The Andalusian Regional Government stands alone in funding the Project, through its Regional ministry of Environment's Head Office for Planning (Consejería de Medio Ambiente: Dirección General de Planificación). This project is framed within a broader agreement between the Andalusian Ministry of Environment and the Moroccan Ministry of Territorial Planning, Urbanism, Housing and Environment⁹. This programme was signed to foster environmental protection and sustainable development during the 2001-2005 period in several realms, and it is mainly binding the partners to joint activities in the identification of projects. The RENALIT project comprehends those activities that suited the Interreg IIIa Andalusia-Morocco criteria for funding: those related to natural environment, urban environment and environmental education. By these means, repercussion on the Moroccan side is granted, despite not having a direct involvement in the project as formulated.

Analysis

| Activities | Moroccan Participation | Call 1 | | Call 2 | |
|---|------------------------|-----------------------|----------------|-----------------------|----------------|
| | | Budget | % | Budget | % |
| Preservation and sustainable use of the natural resources and amelioration of the environmental condition in 27 municipalities related to the coastline of Malaga and Cadiz to the Alboran Sea. | No | 361.735,00 € | 30,42% | 300.074,00 € | 19,72% |
| Programme of environmental awareness, education and communication for the population. | Yes | 157.276,00 € | 13,23% | 176.720,00 € | 11,61% |
| Fostering social and associational participation. | Yes | 262.998,00 € | 22,12% | | |
| Restoration of habitats and preservation of biodiversity. | No | 383.184,00 € | 32,22% | | |
| Management and protection of fragile eco-systems and endangered species in the area of the Strait. | No | | | 948.808,00 € | 62,36% |
| Coordination, Monitoring and Evaluation. | No | 23.975,00 € | 2,02% | 95.900,00 € | 6,30% |
| | Total | 1.189.168,00 € | 100,00% | 1.521.502,00 € | 100,00% |

Source: Project Documentation and Interview with Luis Sarasúa.

Note: No data for call 3

Remarks

⁹ Secretariat of Environment.

Some remarkable features of this project, concerning its implementation procedure and partnership model, are to a great extent shared with the CRBT project, which is also included in this study. One important circumstance is these projects, as often happens with those run by the Andalusian Administration, are tailored according to the Interreg budget assigned by the National Economy Ministry for the whole 2000-2006 period. The fact that they are broken down into three phases responds exclusively to administrative reasons.

Both of them are done in cooperation with the Moroccan Ministry of Territorial Planning, Urbanism, Housing and Environment, within the framework of a former political agreement for joint spotting cooperation projects on environmental issues. Given the handicap of Interreg not allowing allocation of funds in the partner country, the combination of different initiatives improves the participation of the third country. In these cases, some costs can be faced by the Moroccan administration, and often are related to their other European funding tool, the MEDA programme. Thus, an open use of the Interreg tool brings about positive synergies in already existing cooperation activities.

Another common feature is that the bridging between both Spanish and Moroccan institutions relied largely in a Moroccan technician who developed his studies in Spain. This has been perceived as very helpful, especially for facilitating the initial stages of the cooperation process.

Regarding exclusively the performance of the RENALIT project, it is worth remarking the weight that is given to the components of education, awareness and promotion of civic involvement. The budget for these realms is comparable to that of the more technical features of the project. It is as well the main field in which cooperation with Morocco has been performed, and included joint activities between schools and exchanges between universities associations of both sides. Especially remarkable has been the participation of the Aula del Mar Research Group from the University of Malaga.

2.3 CRBT

Project

Full title: Creation of the Andalusia-Morocco Transcontinental Biosphere Reserve.

Realm.

The provinces of Cádiz and Málaga, in Andalusia, and the thirteen provinces North of Morocco

General objectives:

This project attempts at supporting and fostering the creation of a Transcontinental Biosphere Reserve (TBR) allowing, on one side, to help the development of both countries' networks of natural spaces¹⁰; and contribute to the preservation of the natural resources and the spreading of their sustainable use in the benefit of the local population. The actions carried on are:

¹⁰ SIBE (*Sites d'Interêt Biologique et Ecologique*), in Morocco, and the *Red de Espacios Naturales Protegidos*, in Andalusia

- Preliminary delimitation and zoning of the TBR, along with the necessary actions towards application for the UNESCO MaB (Man and Biosphere) programme.
- Elaboration of the management directives for the TBR and establishment of criteria for planning the management of its natural resources.
- Actions for the preservation of bio-diversity.
- Support for socioeconomic development in the area, based in eco-tourism and forestry resources.

Project Data.

The Project is included within the chapter 1.2 of Interreg III Andalusia-Morocco, concerning Urban and Territorial Planning and Coastal Cross-border Areas. It consists on infrastructure building (in its first edition), elaboration of studies and immaterial actions, and technical assistance.

The total budget allocated amounts to:

CRBT (First Interreg IIIA call):1.517.000,00 €, being FED 1.137.750,00 (75%)

CRBT II (Second Interreg IIIa call):1.850.000,00 €, FED 1.387.500,00 (75%)

CRBT III (Third Interreg IIIa call):333.000,00 €, FED 249.750,00 (75%)

Activities.

- Supporting the declaration and creation of the Andalusian-Moroccan TBR:
 - First Edition:
 - Environmental, cultural and socioeconomic studies
 - Preliminary management plan
 - Eco-tourism products
 - Second edition
 - Joint studies and works of the Moroccan and Andalusian teams
 - Definitive zoning of the TBR
 - Definitive writing of the proposal for the creation of the TBR
 - Management plan for the TBR
 - Training programme
- Actions for preservation of biodiversity, and mise en valeur of forestry resources in the TBR realm.
 - First Edition:
 - Pilot Project for the restoration of the Barbate river wetlands.
 - Management plan for endangered species.
 - Studies on species' migration phenomena.
 - Second Edition
 - Management, restoration and re-inception plans for endangered species or habitats.
 - Preservation of wetlands in Cádiz.
 - Preservation and restoration of species of a ecological and scientific interest, especially those common for both regions.
 - Work plan for the preservation and management plans for the Cadiz coastline, inventory of critical natural habitats.
 - Studies on cork oak groves and cork in the TBR area.
- Development of toolkits for planning, evaluation and management of natural resources.
 - First edition
 - Reference cartography base.
 - Preliminary zoning

- Second edition
 - Quality control
 - Edition works for future publication.
- Actions of support to rural communities socioeconomic development
 - First Edition
 - Promotion of the Dos Bahías green corridor.
 - Second edition
 - Uses and activities programme for the Dos Bahias green corridor.
- Monitoring and evaluation.
 - First edition
 - Monitoring report.
 - Dissemination brochure.
 - Second edition
 - Coordination meetings
 - Monitoring reports
 - Final evaluation.

Partners.

The Andalusian Regional Government stands alone in funding the Project, through its Regional ministry of Environment's Head Office for Planning and the Head Office for Environmental Participation and Information (Consejería de Medio Ambiente: Dirección General de Planificación, Dirección General de Participación e Información Ambiental). Despite not being financially involved in the project, thorough contact has been established with the Moroccan authorities for the joint identification of actions and later on for their necessary collaboration the delimitation and zoning of the future reserve. Also a seminar was conducted in Seville (October 2003) for coordination with the Moroccan counterpart and information for other Andalusian interested parties (NGOs, Academical...).

Analysis

| Activities | Moroccan Participation | Call 1 | | Call 2 | |
|--|------------------------|----------------|---------|----------------|---------|
| | | Budget | % | Budget | % |
| Supporting the declaration and creation of the Andalusian-Moroccan TBR | Yes | 354.250,00 € | 23,35% | 470.750,00 € | 25,45% |
| Actions for preservation of biodiversity, and mise en valeur of forestry resources in the TBR realm. | No | 442.220,00 € | 29,15% | 612.500,00 € | 33,11% |
| Development of toolkits for planning, evaluation and management of natural resources. | No | 562.965,00 € | 37,11% | 402.508,00 € | 21,76% |
| Actions of support to rural communities socioeconomic development | No | 145.470,00 € | 9,59% | 243.337,00 € | 13,15% |
| Monitoring and Evaluation. | No | 12.095,00 € | 0,80% | 120.905,00 € | 6,54% |
| Total | | 1.517.000,00 € | 100,00% | 1.850.000,00 € | 100,00% |

Source: Project Documentation and Interview with Luís Sarasúa.

Note: No data for call 3

Remarks

The general features regarding implementation and partnerships are the same as those in the RENALIT project. There are nevertheless several differences between these two, being the CRBT project more technical in its approach. The main activity of the project is that of preparing the Reserve for application to the UNESCO processes, showing once again a conscious coordination with a diversity of international programmes. The other activities are regarded complementary of this core purpose.

Though it does not show in the available data, the activities have been complemented with information and consultation to interested actors, including the affected municipalities, associations and universities. This has proved to be a valuable initiative for the provision of external feedback. Information contacts with the Moroccan side have been conducted regularly even when there was no direct participation scheduled on their side¹¹.

¹¹ Interview with Luis Sarasúa, 25/4/06

3 SPAIN-PORTUGAL PROJECTS

3.1 GUADIANA

Project basis.

Full title: Prevention of drug-addiction. Fostering inclusion of dependant people: Social and labour inclusion of excluded people or in risk of exclusion.

Realm.

The 79 communes of the province (NUTS3) of Huelva; the communes of Chiclana de la Frontera, Puerto de Santa María, La Línea de la Concepción, Puerto Real, Tarifa, Arcos de la Frontera, Pueblo Nuevo Castellar, from the province (NUTS3) of Cadiz; and the commune of Faro in the Algarve (NUTS3) region of Portugal.

Problem

The large exchange of population in the border area along with the affluence of foreign/immigrant population, largely related to agricultural activities, stresses the chances of existence of social exclusion processes in the following realms:

- Gender,
- health,
- labour,
- dwelling,
- within the welfare system and assistance procedures,
- regarding specific social groups.

General objectives:

- To detect, assist and incorporate excluded groups or groups in the risk of exclusion.
- To foster awareness and cross-border cooperation.
- To inform and assess these groups on the public and private means and resources at their disposal.
- To incorporate new technologies for stimulating cooperation processes.
- To organise information networks, practice-exchange and knowledge in the issue of social inclusion.
- To improve life conditions of these groups.

Project Data

The project is within the Andalusian Government's Interreg IIIA's 4th axe, concerning fostering cooperation and social and institutional integration. It is mostly consisting on immaterial actions and studies and, due to good reports on its results¹², has been extended over the second and third Interreg IIIA calls. In the second edition of the project, the core of immaterial actions and studies was supplemented by including activities for the infrastructural improvement.

The Budget allocated amounts to:

Guadiana (first Interreg IIIA call): 784.541,34 €, from which 75% are FED: 588.406,01 €.

Guadiana 2 Inclusion (second Interreg IIIA call): 620.002,66 €, 75% FED: 465.002,00 €

Guadiana III Cohesion (third Interreg IIIA call): 1.153.247,20 €, 75% FED: 864.935,40 €

¹² Lole Rincón Romero, Servicio de Voluntariado Social de la Consejería para la igualdad y Bienestar Social de la Junta de Andalucía. (e-mail)

Activities

Guadiana:

Seventeen groups of activities implemented, operatively structured in two lines:

- Towards the Assistance and integration into the labour market of the excluded or in risk of exclusion groups.
- For the creation of an integrated information system.

The range of activities follow the following types (not exhaustively):

- Awareness campaigns,
- Creation of a multi-language guide of resources,
- Support to shelter and assistance centres,
- Pilot programme for assistance to prostitutes,
- Identification and contact with the target population and private stakeholders,
- Design of digital tools,
- Networking, dissemination and training activities.

Guadiana 2 Inclusión:

- Support and information for the homeless outcast,
- Support to shelter and assistance centres, including material actions (upgrading),
- Design of digital tools,
- Care Programme for prostitutes,
- Emergency response systems during high farming seasons,
- Identification and contact with the target population,
- Training and experience-exchange activities for social workers,
- Dissemination of the Programme at local, national and European scale.

Guadiana III Cohesión:

- Support and information for excluded groups and the homeless,
- Awareness campaigns,
- Social inclusion programmes,
- Studies on the homeless,
- Training and experience-exchange activities for social workers,
- Temporary accommodation for season workers,
- Emergency response systems
- Dissemination.

Partners

Regional level:

- Project Leader: Servicio de Voluntariado Social de la Consejería para la igualdad y Bienestar Social de la Junta de Andalucía. (Andalusian Regional Government, Regional Ministry of Equity and Welfare: Service of Social Volunteering)

Local level:

- Commune of Faro (NUTS III), Portugal.
- Commune of Lepe, in Huelva (NUTS III), Spain.
- Commune of Cartaya, in Huelva, Spain.
- Agencia para o Desenvolvimento Económico de Faro S.A, AmbiFaro, is a public enterprise depending on the Commune of Faro, Portugal, focused in the economical development of the Province. (Guadiana 3)

Private/Associations:

- Cáritas Diocesana de Huelva. Caritas is a Spanish non-profit organisation focused on excluded groups.
- Cáritas Diocesana de Sevilla (Guadiana 3)
- Cáritas Diocesana de Jerez (Guadiana 3)
- Federación Andaluza de Alcohólicos Rehabilitados (FAAR). Spanish non-profit organisation based in the sector of alcohol and drug addiction.
- Santa Casa da Misericordia de Faro (Guadiana)
- Movimento de Apoio a Problemática da Sida (MAPS). Portuguese private institution focused in the AIDS problem and its social causes and consequences.(Guadiana 1, 2)
- Grupo de Ayuda a Toxicodependientes (GATO). GATO is a Portuguese NGO for the care and rehabilitation of drug-addicts. (Guadiana 2, 3)

Analysis

Partners' Contribution

GUADIANA

| Partner | Nationality | FED | Contribution | % |
|--------------------------------|-------------|--------------|--------------|-------|
| Project Leader (JA) (regional) | ES | 293.099,08 € | 97.699,69 € | 49,81 |
| C. Faro (Local) | PO | 15.909,79 € | 5.303,26 € | 2,7 |
| Ayto Lepe (Local) | ES | 20.167,78 € | 6.722,59 € | 3,42 |
| Ayto Cartaya (Local) | ES | 20.167,78 € | 6.722,59 € | 3,42 |
| Cáritas (Private) | ES | 99.226,59 € | 33.075,53 € | 16,86 |
| FAAR (Regional Ass.) | ES | 43.205,91 € | 14.401,97 € | 7,34 |
| Casa Misericordia (Private) | PO | 63.787,52 € | 21.262,51 € | 10,84 |
| Mov. A. SIDA (Private) | PO | 32.841,56 € | 10.947,19 € | 5,58 |
| Total | | 588.406,01 € | 196.135,33 € | 100 |
| % Total | | 75 | 25 | |

GUADIANA 2 Inclusion

| Partner | Nationality | FED | Contribution | % |
|--------------------------------|-------------|--------------|--------------|---------|
| Project Leader (JA) (regional) | ES | 161.087,00 € | 53.695,67 € | 34,64% |
| C. Faro (Local) | PO | 80.000,00 € | 26.666,67 € | 17,20% |
| Ayto Lepe (Local) | ES | 24.375,00 € | 8.125,00 € | 5,24% |
| Ayto Cartaya (Local) | ES | 30.375,00 € | 10.125,00 € | 6,53% |
| Cáritas (Private) | ES | 100.000,00 € | 33.333,33 € | 21,51% |
| FAAR (Regional Ass.) | ES | 9.165,00 € | 3.055,00 € | 1,97% |
| GATO (Private) | PO | 30.000,00 € | 10.000,00 € | 6,45% |
| Mov. A. SIDA (Private) | PO | 30.000,00 € | 10.000,00 € | 6,45% |
| Total | | 465.002,00 € | 155.000,67 € | 100,00% |
| % Total | | 75 | 25 | |

GUADIANA III Cohesion

| Partner | Nationality | FED | Contribution | % |
|--------------------------------|-------------|--------------|--------------|--------|
| Project Leader (JA) (regional) | ES | 147.935,40 € | 49.311,80 € | 17,10% |
| C. Faro (Local) | PO | 400.000,00 € | 133.333,33 € | 46,25% |
| Ayto Lepe (Local) | ES | 38.157,29 € | 12.719,10 € | 4,41% |
| Ayto Cartaya (Local) | ES | 23.211,45 € | 7.737,15 € | 2,68% |

| | | | | |
|---------------------------|----|--------------|--------------|---------|
| Cáritas Huelva (Private) | ES | 84.436,08 € | 28.145,36 € | 9,76% |
| Caritas Sevilla (Private) | ES | 52.702,04 € | 17.567,35 € | 6,09% |
| Caritas Jerez (Private) | ES | 21.405,06 € | 7.135,02 € | 2,47% |
| FAAR (Regional Ass.) | ES | 17.088,08 € | 5.696,03 € | 1,98% |
| GATO (Private) | PO | 50.000,00 € | 16.666,67 € | 5,78% |
| Ambifaro (Private) | PO | 30.000,00 € | 10.000,00 € | 3,47% |
| Total | | 864.935,40 € | 288.311,80 € | 100,00% |
| % Total | | 75 | 25 | |

Remarks

The project brings together a variety of actors, especially from the associational realm, being this of high relevance considering its focus on social issues. The project leader has been asked¹³ about this and the apparent evolution towards a higher ownership in the distribution of budget and activities, being the answer that throughout the implementation process of the project the relationship between the partners has evolved from being based on information exchange to full cooperation. Ownership is also enforced by being the partners fully in charge of their costs, temporarily lending funds for the first phase has been the only support on behalf of the project leader.

This project was originally tailored for the full 2000-2006 period and then divided into three phases, meaning that the strategical approach of the Regional Ministry consisted on concentrating its participation at the start-up of the implementation and gradually release it upon the partners later. Especially remarkable is the performance of the Commune of Faro in Portugal, which at the third phase takes charge of almost half of the budget (maybe in order to compensate an overload in its activities for the second phase, but this I have to check)

3.2 TURSOS

Project Basis.

Full title: Sustainable Tourism as a Development Factor in the banks of the Guadiana River.

Realm.

Ten communes of the province of Huelva in the east of Andalusia, from which three are in the left bank of the Guadiana River. Six municipalities the regions of Algarve and Baixo Alentejo in southern Portugal, in the right bank of the River.

Problem.

The area selected is considered to be disadvantaged in socioeconomic terms:

- An economy based in the primary sector, consisting in low productivity activities and holding crisis in the mining sector;
- High poverty indicators;
- Territories belonging to different States and in a peripheral situation in respect to market foci;
- Lack of connecting infrastructures and relations between both sides of the border, having little complementarities in their economies;
- Bad expectations in socioeconomic promotion, due to migration and a feeble, aging population.

General objectives:

The project aims to palliate the socioeconomic problems described and to raise the quality of life of the affected population by means of fostering tourism activities, based in the rational use of the available heritage resources:

- Historical and artistic,
- Cultural,
- Environment and landscape,
- Hunting.

¹³ Interview with Lole Rincón Romero 26/04/06.

Project Data.

The Project is included within the chapter 2.4 of Interreg III Andalusia-Morocco, concerning Adding value, promotion and preservation of heritage and natural resources, by means of tourism-wise valorisation. It consists on construction of infrastructure, the elaboration of studies and immaterial actions, and technical assistance.

The total budget allocated amounts to:

TURSOS (First Interreg IIIA call):873.792,00 €, FED 655.344,00 (75%)

TURSOS II (Second Interreg IIIa call):764.240,00 €, FED 573.180,00 (75%)

Activities.

Multilateral activities:

- The border as a cultural realm with an economic appeal:
 - Creation of historical-cultural itineraries
 - Recovering ethnographical manifestations
 - Crafts fair
 - Hunting and natural products fair
 - Multicultural music festival
- Enhancing Historical Heritage.
 - Inventory of resources and publication of the book “The History of Smuggling” (sic)
- Tourism equipment
 - Signposting plan for resources.
- Marketing plan for the tourism offer and dissemination of the project.
 - Promotional material.
 - Tourism fairs and workshops
 - Publicity in regional and local media
 - Dissemination

Unilateral activities:

- The river as a stage of tourism activities, as well as leisure, sports and sight-seeing.
 - Construction of accesses to the River’s banks.
 - Sport quays in the access points to the river.
 - Sight-seeing spots.
 - Tourism animation.
 - Use-plan for the River.

Partners.

- Andalusian Regional Government; Regional Ministry of Tourism, Commerce and Sport; Head Office for Tourism Planning (Junta de Andalucía, Consejería de Turismo, Comercio y Deporte, Dirección General de Planificación Turística).
- Região Turismo Planície Dourada. An institution supported by 13 municipalities of the Baixo Alentejo for the promotion of tourism on the area.
- Association for the development of Lower Guadiana, ODIANA (Associação para o Desenvolvimento do Baixo Guadiana). This is a non-profit organisation supported by three municipalities of the Algarve for their socio-economic development.

Although funding is 100% in charge of the partners, the execution of the project would rely in the Mancomunidad del Beturia, constituted by 8 communes from the province of Huelva.

Analysis

(data to be confirmed)

| ACTIVITIES | Partners | | | | | | FEDER Budget Act. / % Total |
|--|---------------------|--------------|--------------------|-------------|--------------------|-------------|-----------------------------|
| | Junta Andalucía | | ODIANA | | Planicie Dourada | | |
| Programme management. | 45.000,00 € | 100,0% | | 0,0% | | | 45.000,00 € 7,8% |
| The river as a Common Stage for Tourism Activity | 226.000,00 € | 100,0% | | 0,0% | | | 226.000,00 € 39,1% |
| Mise en Valeur of Historical Heritage | 160.000,00 € | 92,8% | 12.333,33 € | 7,2% | | | 172.333,33 € 29,8% |
| Tourism Equipment | 90.000,00 € | 100,0% | | 0,0% | | | 90.000,00 € 15,6% |
| Marketing and Dissemination | 29.907,00 € | 67,6% | 1.000,00 € | 2,3% | 13.333,33 € | 30,1% | 44.240,33 € 7,7% |
| Total partner / % total budget: | 550.907,00 € | 95,4% | 13.333,33 € | 2,3% | 13.333,33 € | 2,3% | 577.573,66 € |

Remarks

Though this project has encountered a variety of problems for its implementation, it is the perception of the responsible in the Junta de Andalucía that it has had a positive effect regarding the objectives originally considered¹⁴. During the execution it was noticed the budget had underestimated some parts, especially those regarding the construction of infrastructure. As well, the long application periods to the authorities in charge of planning of the river banks (national level) had not been considered. This situation led to a re-arrangement of the project's schedule, extending the same activities over the second Interreg IIIa call, exhausting the whole IIIa budget available.

The most remarkable achievements of this initiative, being the first time that this kind of activities have been taken on in the area, have been those relating promotion and marketing of the Guadiana banks as an underdeveloped area with possibilities for leisure activities. This was gotten mainly by means of participating in eight tourism fairs both in Spain and Portugal and the print of dissemination material.

Currently, a large development plan is being developed for the Spanish bank, including several golf courses –two of them PGA-standard- and hotel resorts, by three of the eight municipalities belonging to the Mancomunidad del Beturia, which implemented the project. The responsible staff of the TURSOS project believe that the project contributed to create the needed interest of the private sector to make this developments possible.

¹⁴ Interview with Constantino Ramirez.

3. 3 PUENTES

Project Basis.

Full title: Educative Bridges.

Realm.

The province of Huelva in the east of Andalusia, and the regions of Algarve and Alentejo in southern Portugal.

Problem.

In spite of the proximity of both regions and their common historical roots, the deficient communications between Southern Portugal and Eastern Andalusia have an outcome of distancing. The new international bridge built over the Guadiana River introduces a thrust in a rapprochement process that the Puentes project wants to follow up within the field of Education.

General objectives:

The overarching objective of the PUENTES project is to build up a meeting space where to bring together all relevant actors in education, including teachers, alumni, families and education agents from the Huelva, Algarve and Alentejo regions.

- To improve mutual knowledge of the bordering regions in order to enhance cooperation linkages.
- To develop programmes that allow joint reflection and experience exchange.
- To carry on action programmes based on cooperative networks on both sides of the border.
- To foster the use of ICT in the realm of education.

Project Data.

The Project is included within the chapter 3.4 of Interreg IIIA Andalusia-Portugal, concerning Training, Education and Access to Labour Market . It consists on the elaboration of studies and immaterial actions, and technical assistance.

The total budget allocated amounts to:

PUENTES (First Interreg IIIA call):679.750,00 €, FED 513.562,50 (75%)

PUENTES II (Second Interreg IIIa call):206.666,00 €, FED 155.000,00 (75%)

PUENTES III (Third Interreg IIIa call): 200.000,00 €, FED 150.000,00 (75%)

Activities.

The project breaks down into three lines depending on whether the activities are centred in knowledge exchange, the creation of cross-border networks or the inception of new technologies into the educational system:

- Subprogramme: Knowledge Bridging
 - Deepening in mutual knowledge of both the regions.
 - Establishing shared programmes between school centres of both sides.
 - Development of a shared programme between teachers of both sides.
- Subprogramme: Cooperation Bridging
 - Detection of shared handicaps:
 - Foreign languages.
 - Diversity.
 - Cross-cultural issues.
 - Vocational training.
 - Sharing experiences, knowledge and resources.
 - Development of cooperation networks.
- Subprogramme: Future Bridging
 - Training for teachers on educational ICT software.
 - Spreading the use of internet as a communication space.

- Building cooperation networks between teachers by means of ICT.
- To produce material in electronic format for its use in the classrooms.

These subprograms have so far been implemented by means of seminars and activities like the following:

- Activities with students:
 - Didactic itineraries across the Portuguese regions, for groups of students.
 - Exchange student programmes
- Activities with parents:
 - Encounters between Parents Associations, in cooperation with the three Federations on both sides of the border
- Training and exchange between teachers.
 - Seminar on the educating possibilities of natural areas, conducted by environmental sciences teachers over significant areas in the three regions.
 - Seminar on geography and historical-cultural heritage. Aiming for teachers to improve the acknowledgement of relevant spots in both countries and their common inherited assets.
 - Seminar on Spanish-Portuguese history for teachers; and language and Spanish-Portuguese culture courses. These would take place at both sides of the border simultaneously, including language training and cultural background education for the improvement of exchange.
 - Courses on new technologies for teachers. These are framed within the larger-scale Spanish initiatives for training of teachers and fostering the knowledge Society, aiming to stress the importance of the role of schools in these goals.
 - Congress on New technologies, where institutions and experts can expose their advances in introducing ICT into the classrooms.
 - Seminar on Education Systems, aiming to clarify the basic structures, organisation and management of the schools, as well as assess the teachers' situation and training procedures, and the community's participation.

Partners.

- Andalusian Regional Government; Delegation of Education in Huelva (Junta de Andalucía, Delegación Provincial de Educación de Huelva).
- Direcção Regional de Educação do Alentejo (Regional Head Office for Education in Alentejo).
- Direcção Regional de Educação do Algarve (Regional Head Office for Education in Algarve).

Analysis

(being prepared)

Remarks

3.4 NAVEGUA

Project Basis.

Full title: Amelioration of maritime accessibility, navigability conditions and upgrading of the Guadiana River banks.

Realm.

The intervention area covers the riverside municipalities along the international section of the Guadiana River, between the Estuary and the town of Mértola: Vila Real de Santo António, Castro Marim, Alcoutim, Mértola, in Portugal, and Ayamonte, Isla Cristina, San Silvestre de Guzmán, Sanlúcar de Guadiana and El Granado in Spain.

Problem.

The covered area is characterised by low population and low-return economical activities, largely due to the historical lack of connecting cross-border infrastructure. The construction of an international bridge between both countries meant a step towards solving this situation, but also a negative effect over those ports which had so far had an important role in connecting both banks of the river. Now there is a need for restructuring the port sector, towards leisure navigation and tourism, and based in longitudinal rather than transversal routes.

General objectives:

Enhancement of the navigability conditions, the port infrastructures and services, for a better suitability for leisure activities. Increment in the use of both local and in-transit fleets, and establishing of associated nautical, tourism, industrial and service activities. The overarching objective is the sustainable development of the areas on the banks of the Guadiana River.

Project Data.

The Project is included within the chapter 1.1 of Interreg III Andalusia-Algarve-Alentejo, concerning the creation of basic infrastructure of cross-border relevance. It consists on the construction and upgrading of infrastructure, as well as immaterial actions and studies. NAVEGUA I and II is actually the same project, broken down into two phases to adjust to the Interreg funding. NAVEGUA III applied for funding for the completion of the original project.

The total budget allocated amounts to:

NAVEGUA (First Interreg IIIA call): 2.179.589,33 €, being FED 1.634.692,00 (75%)

NAVEGUA II (Second Interreg IIIa call): 1.817.833,00 €, FED 1.363.374,75 (75%)

NAVEGUA III (Third Interreg IIIa call): 3.880.162,39 €, FED 2.910.121,79 (75%)

Activities.

NAVEGUA I and II:

Phase 1

- Infrastructures - Projects:
 - Construction and upgrading of existing port infrastructure for the support of the leisure fleet in the Guadiana River. Upgrading of the River banks.
 - Project for the “Alcoutim Nautical Centre”.
 - Project for “Upgrading of the port area between the fishing and leisure quays in Vila Real de Santo Antonio”
- Navigability
 - Definition of the accessibility conditions from the ocean into the river, navigability up to Mertola, use opportunities and environmental sustainability criteria.

- Issuing of the navigability studies
- Technical definition and contracting of technical support
- Development of technical studies and field work campaigns
- Summary document of results and conclusions.

Phase 2

- Infrastructures
 - Definition of technical requirements and bid for tender for the Enhancement of Sport quays in Ayamonte
 - Implementation of the Enhancement of Sport quays in Ayamonte
 - Implementation of the Upgrading of the Riverside Front South of Vila Real de Santo Antonio.
 - Dredging for recovering tie-up conditions between the fishing and leisure quays in Vila real de Santo Antonio.
 - Project and construction of the “Alcoutim Nautical Centre”.
 - Project and implementation works for upgrading of the port area between the fishing and leisure quays in Vila real de Santo Antonio
 - Upgrading of the banks by Alcoutim bridge and construction of support facilities.
 - Upgrading of the banks by Foz de Odeleite, Laranjeiras, Guerreiros do Rio and Pomarão bridges.
 - Maintenance dredging of the riverbed by Pomarão.
 - Dock and upgrading of the banks by Cais da Rocha.

NAVEGUA III:

- Dredging the river for safe navigation and signposting of the resulting channel.
- Recuperation and adaptation of existing maritime infrastructure or the mooring of light ships.
- Recuperation of Perre south of Vila Real do Santo Antonio.
- Equipment of the Alcoutim Nautical Centre
- Amelioration of accessibility and navigability of the River. Identification of opportunities for new infrastructure. Fostering recreational activities in the area.
- Amelioration of port infrastructures and services in the area. Identification of opportunities for new infrastructure.
- Dissemination.

Partners.

- Project leader: Ports and Maritime Transport Institute of Portugal; Delegation of Southern Ports. (Instituto Portuário e do transportes Marítimos; Delegacion dos Portos do Sul). This institute was created by bringing together five port institutes of regional coverage. It is embedded in the National ministry of Public works, transport and communications, therefore keeping a both general and regional character.
- Commune of Vila Real de Santo António, Portugal.
- Commune of Alcoutim, Portugal.
- Public Enterprise of Ports of Andalusia (Empresa Publical de Puertos de Andalucia), this is depending on the Andalusian Regional Ministry of Public Works and Transport and is dedicated to the development and implementation of the regional policies regarding port infrastructure and freight.

Analysis

Data still incomplete

| NAVEGUA I, II | | Activities | Partners | | | | Total Activity | Total Chapter |
|---|----------------------------|---|-----------------------|--------------|----------------|----------------|----------------------|----------------|
| | | | IPS | EPPA | C. Vila Real | C. Alcoutim | | |
| Phase 1 | Infrastructures - Projects | Construction and upgrading of existing port infrastructure for the support of the leisure fleet in the Guadiana River. Upgrading of the River banks. | | | | | | |
| | | Project for the "Alcoutim Nautical Centre". | | | | | 27.804,00 € | |
| | | Project for "Upgrading of the port area between the fishing and leisure quays in Vila real de Santo Antonio" | | | | | 250.000,00 € | 277.804,00 € |
| | Navigability | Definition of the accessibility conditions from the ocean into the river, navigability up to Mertola, use opportunities and environmental sustainability criteria. | | | | | | |
| | | Issuing of the navigability studies | | | | | 0,00 € | |
| Technical definition and contracting of technical support | | | | | | 0,00 € | | |
| Development of technical studies and field work campaigns | | | | | | 291.980,00 € | | |
| | | Summary document of results and conclusions. | | | | 18.020,00 € | 310.000,00 € | |
| Phase 2 | Infrastructures | Definition of technical requirements and bid for tender for the Enhancement of Sport quays in Ayamonte | | | | | 0,00 € | |
| | | Implementation of the Enhancement of Sport quays in Ayamonte | | | | | 540.000,00 € | |
| | | Upgrading of the Riverside Front South of Vila Real de Santo Antonio. | | | | | 1.580.257,00 € | |
| | | Dredging for recovering tie-up conditions between the fishing and leisure quays in Vila real de Santo Antonio. | | | | | 125.000,00 € | |
| | | Project and construction of the "Alcoutim Nautical Centre". | | | | | 414.000,00 € | |
| | | Project and implementation works for upgrading of the port area between the fishing and leisure quays in Vila real de Santo Antonio | | | | | 2.875.000,00 € | |
| | | Upgrading of the banks by Alcoutim bridge and construction of support facilities. | | | | | 400.000,00 € | |
| | | Upgrading of the banks by Foz de Odejeite, Laranjeiras, Guerreiros do Rio and Pomarão bridges. | | | | | 350.000,00 € | |
| | | Maintenance dredging of the riverbed by Pomarão. | | | | | 400.000,00 € | |
| Dock and upgrading of the banks by Cais da Rocha. | | | | | 350.000,00 € | 7.034.257,00 € | | |
| Total Partner | | | 4.950.000,00 € | 650.000,00 € | 1.580.257,00 € | 441.804,00 € | 7.622.061,00 € | |
| | | | % | 64,9% | 8,5% | 20,7% | 5,8% | 100,0% |
| | | | Total Activity | | | | Total Chapter | |
| NAVEGUA III | | Dredging the river for safe navigation and signposting of the resulting channel. | | | | | | |
| | | Recuperation and adaptation of existing maritime infrastructure or the mooring of light ships. | | | | | 666.666,67 € | |
| | | Recuperation of Perre south of Vila Real do Santo Antonio. | | | | | | |
| | | Equipment of the Alcoutim Nautical Centre | | | | | 200.000,00 € | |
| | | Amelioration of accessibility and navigability of the River. Identification of opportunities for new infrastructure. Fostering recreational activities in the area. | | | | | 53.500,00 € | |
| | | Amelioration of port infrastructures and services in the area. Identification of opportunities for new infrastructure. | | | | | 100.000,00 € | |
| | | Dissemination. | | | | | 9.000,00 € | 1.029.166,67 € |
| Total Partner | | | 666.666,66 € | 162.500,00 € | 0,00 € | 200.000,00 € | 1.029.166,66 € | |
| | | | % | 64,8% | 15,8% | 0,0% | 19,4% | 100,0% |

Conclusions and Remarks

ANNEX 3

ESPON-INTERACT Cross-border co-operation Case studies - POLAND

1. Introduction

The most important elements, which conditioned the development of the local transborder co-operation in Poland were (Szul, 2001) the geographical, economic, socio-cultural, language, institutional as well as political-international factors. The primary barriers to this co-operation were constituted, on the other hand (Ciok, 1998) by: lack of economic equilibrium, cultural and language distance, and institutional incompatibility. In practice, the key element was facilitation of access to external sources of financing for the joint projects. The pre-accession program PHARE CBC, established in 1994 in order to support the sustainable development of the border areas through investments into infrastructure (mainly in the domain of transport – roads and bridges, border crossings – and of environmental protection), played with this respect a special role. PHARE CBC was the biggest, homogeneous and annual program supporting integration of Poland with the European structures. In view of the specific character of the program (transborder co-operation with the members of the European Union) almost all means were invested along the western boundary of Poland (of which half within the territory of the Lubuskie voivodship). Of the total, 57% of the means were invested into transport (owing to which, in particular, 76 km of new roads were constructed, including the ring road around Gubin), further 25% went into environmental protection (including construction of 135 km of gas supply network), and 8% into education (including the buildings of the University Viadrina – Collegium Polonicum in Slubice). Support was also extended to culture (Philharmonic in Zielona Góra). Independently of financing of investment undertakings European funds played also an indirect role within the border areas. They were conducive to the mobilisation of other financial means (according to some estimations, even three times bigger than the funds themselves), and forced upon the self-governmental authorities a true co-operation with the partners across the border (at least in order to jointly fill the application). These funds contributed also to the closer contacts between the local communities owing to the school, cultural and sports events.

Intensification of border crossing at the west is the characteristic feature of the border traffic in Poland during the transformation period. However certain perturbations appear on eastern border.

The yearly number of crossings of the Polish-German border increased very fast in the first half of the 1990s, which was associated with an intensive development of near-the-border trade. In the period of the highest border-adjacent prosperity (1994-1999) the traffic in both directions exceeded 130 million person-crossings a year. This traffic was clearly dominated by the German citizens. The breakdown in the intensity of traffic occurred after 1999 and concerned to a larger extent foreigners than Poles. The traffic increase alone noted in the first months of 2004 corresponded to the seasonal fluctuations of the preceding years. The scale of increase, though, in the category of foreigners (first of all the citizens of Germany), was much bigger after May 1st, 2004. Accession of Poland to the European Union became, therefore, a factor intensifying the travels of the neighbours from across Odra to Poland.

The turn of the 1990s was the period of the extremely dynamic increase of the Polish-Ukrainian border traffic of both persons and vehicles. The traffic of persons reached its first peak in 1991 (that is – yet before the establishment of independent Ukraine), when the border was crossed in both directions by almost 7.4 million persons. The years 1994-1997 were the period of the renewed highly intensive traffic increase, encompassing, however, only foreigners. The direction of cross-border trade changed. Ukrainians started to visit Poland to do shopping. The second breakdown of traffic intensity took place in 1998 owing to the Russian crisis, which encompassed the entire area of the entire former Soviet Union, and partly also owing to the introduction of the Polish Law on Foreigners. Traffic dwindled to the level of 1995. The subsequent wave of development of the cross-border trade took place in the years 1999-2001. Simultaneously, there was a renewed increase of the number of Poles travelling to Ukraine. In 2001 the border was crossed in both directions by the record breaking number of close to 12 million persons. The analysis of the intensity of traffic in the period of 24 months (September 2002 – August 2004) allows for the conclusion that there is a characteristic seasonal cycle with a distinct summer maximum and the drop in the winter months. This cycle was disturbed by the breakdown associated with introduction of visas on October 1st, 2003. The delay, after which the fluctuations of traffic returned to the earlier rhythm was, however, quite short. Already in December 2003 the intensity of border traffic corresponded to the level from the preceding year. This was partly due to the increase of the travels of Polish citizens (occurring exactly just after the introduction of visas – perhaps denoting the temporary takeover of a part of trade activity from the Ukrainians). Starting with March 2004, though, the typical spring increase of mobility of both Ukrainians and Poles was observed. The date of May 1st, 2004, i.e. of the accession of Poland to the European Union, has not exerted any influence on the existing trends in this domain.

Since the instant of Polish accession to the European Union, border areas became the potential beneficiaries of the INTERREG III program, in which the so-called component A (transborder co-operation) accounts for 80% of means. According to the prerequisites adopted, half of the funds is meant for the German borderland, while further 35% - for the eastern borderland.

Poland participates in seven programs of transborder co-operation (INTERREG IIIA). On the western border – with Meklemburg – Ante-Pomerania, Brandenburg and Saxony. Along the southern boundary – with the Czech Republic and Slovakia. Along the eastern and north-eastern boundary Poland participates in realisation of two three-partite programs: with Belarus' and Ukraine, and with Lithuania and Russia (the district of Kaliningrad) (see Map 1). The eastern neighbours of Poland obtain financial means from the Technical Assistance for the Community of Independent States (TACIS) program.

The degree of use of the assistance funds is different for the various programs. The biggest risk of losing the means exists in the programs of Poland-Saxony and Poland-Lithuania-Russia. In the former, problems with mobilisation and quality of applications submitted are observed. The cause of difficulties with the latter program is the lengthy establishing of principles of financial realisation of the program with the Lithuanian side.

Map 1: Programmes of Interreg III A in Poland



2. INTERREG IIIA 2004-2006 Program Poland (Lubuskie voivodship) – Land of Brandenburg

The detailed projects are realised in the framework of eight main priorities:

1. Economic collaboration and support for the Small and Medium Enterprises (SMEs)
2. Development of infrastructure
3. Natural environment
4. Development of farming and of rural areas
5. Training and employment
6. Collaboration
7. Specific support for the regions bordering upon the countries having joined the EU¹⁵
8. Technical assistance.

The Lubuskie voivodship obtained for the realisation of the Community Initiative INTERREG IIIA the sum of 30.5 million €, of which the largest share was dedicated to priority no. 2 (40.7% of all the means), followed by priority no. 3 (28.7%).

The Lubuskie voivodship had taken advantage of various assistance programs for the candidate countries before Poland joined the European Union. In the years 1994-2002 the largest lump of means from the PHARE CBS program was devoted to environmental protection as well as modernisation and development of transport infrastructure, which was supposed to improve the functioning of the border areas. Thus, for instance, the terminal was constructed for the goods customs clearance in Swiecko, the railway border crossing Kunowice-Frankfurt on Oder was modernised, similarly as were the national roads 132 and 133 over the segment Kostrzyn-Gorzów Wielkopolski, and the terminal was built as well as the transport node modernised at the border crossing in Olszyna.

2.1. Socio-economic characteristics

The border-adjacent area of the Lubuskie voivodship border of 144 km between Lubuskie and Brandenburg. The area encompassed by the program includes on the Polish side the entire Lubuskie voivodship, while on the German side – the counties (“Kreise”) of Märkisch-Oderland, Oder-Spree and Spree-Neiße, as well as the administrative towns of Frankfurt on Oder and Cottbus (Map 2).

¹⁵ This is the priority only for the German side.



Source: www.interreg.gov.pl

Map 2: Territorial range of Poland-Brandenburg program

The borderland area thus defined is inhabited in the Lubuskie voivodship by approximately 1.02 million people (100% of inhabitants of this province) and in Brandenburg by 723.3 thousand (28% of the total population of the Federal Land of Brandenburg). The German part of the borderland struggles with the serious demographic problems, associated with a fast population outflow. Particularly affected are the larger towns, whose population number decreased in the years 1990-2003 by about 20% (Cottbus, Frankfurt on Oder, Guben). The effects are, in particular, empty apartments and the socio-economic degradation of the urban quarters. The Polish part of the borderland does not display almost any changes in this respect.

When one compares the two areas in economic terms, one can easily see the essential difference in the power of the German and Polish economies, even though the areas on both sides of the border are similarly weak in comparison with the remaining parts of the two countries. The GDP per capita in Brandenburg is at around 15,000 €, while in Lubuskie – at around 4,000 €, this being in both cases less than the respective national averages. Employment structure in the borderland displays a strong concentration in the sector of service, administration, social work, etc. Economic development on the borderland area has undergone during the recent years a deep structural transformation. This concerns, in a particular manner, the regress in lignite mining, metalworking and fibre production. The significance of a branch of economy can be indirectly determined on the basis of the number of persons employed. According to this criterion processing industries and service are the dominating branches of economy in the region.

2.2. Project entitled “Establishment of tourist marinas on Odra river in the localities of Cigacice (municipality of Sulechów), Nowa Sól and Bytom Odrzanski – stage I” (priority no. 2, activity 2.1)

Applicant: municipality of Sulechów

Time and place of realisation: 15 July 2005 – 15 May 2007, Cigacice, Nowa Sól, Bytom Odrzanski

Value of the project: approximately 3.566 million €, of which approximately 2.674 million € will be financed from the means of European Regional Development Fund (ERDF).

Partners of the project

The main German partner is the Association of Partnership for Odra (Verein Partnerschaft für Oder), with the seat in Wroclaw. Besides, partners on both sides, German and Polish, are the town of Eisenhüttenstadt, the town of Döbern, the town of Senftenberg, the Association “Niederlausitzer Seen”, and the town of Zielona Góra. Each of the partners took the obligation of promoting waterway tourism in Germany and in Poland, of organising and running Polish-German workshops and symposia on the development of transport and tourism on Odra river. The detailed tasks of the particular partners can be said to include:

- professional assistance in the elaboration of the draft for the tourist concept of development of water sports on Odra,
- brokerage for the professional consulting concerning construction of a haven on Odra and flood protection,
- running of the river haven on Odra in Nowa Sól after the undertaking will have been finalised,
- participation in the continuation of the project, especially in the domain of extension of infrastructure around the marina in Cigacice (camping ground, parking lots, etc.).

Transboundary aspect of the project

The project shall contribute to the development of transboundary transport infrastructure on river Odra, laying the foundations for developing transborder co-operation and for liquidation of barriers in the contacts of border-adjacent communities. After the realisation the facilities constructed will be the property of the self-governmental units, within whose confines they will be built (that is – of the municipality of Sulechów, of the towns of Nowa Sól and Bytom Odrzanski).

Details of the project

The general objective of the project is to eliminate the existing barriers in the development of transboundary transport infrastructure and the extension of the water routes on river Odra through creation of a haven for the navigation serving the transborder tourist traffic.

Currently the basic backbone for navigation on the Odra river is constituted by the ports and trans-shipping yards. Along the waterway of Odra eleven public ports are used along with 18 company ports and trans-shipment platforms, featuring highly

differentiated technical equipment and degree of actual use. It is, alas, often so that the cargo or tourist vessels do not find places for docking, plugging into the electricity supply, sanitary facilities, waste collection or fuel stations. All these basic elements, necessary for the functioning of a river haven will be secured in the newly constructed marinas in Cigacice, Nowa Sól and Bytom Odrzanski.

The company Budownictwo Hydro-Energetyka Dychów Ltd., which built, in particular, the port in Krosno Odrzanskie, became main contractor for the construction works. The biggest port is supposed to be constructed in Nowa Sól, with the cost of more than 5 million Polish zlotys, that is – roughly 45% of the entire project worth of the three communes. The details of the effects from the project are shown in the list below.

The direct benefits resulting from the realisation of the project include:

- improvement of navigation conditions, which, in turn, will provide the chance of increasing the cargo traffic in domestic and international transport,
- improvement of tourist accessibility for the passenger vessels,
- increase of attractiveness of the towns and communities of Sulechów, Nowa Sól and Bytom Odrzanski as the locations of development of business activity,
- activation of tourist traffic in the region,
- activation of the contacts of border-adjacent communities in the cultural and social domains,
- establishment of advantageous conditions for the development of the SME sector in the region,
- decrease of the unemployment rate in the region,
- improvement and extension of the recreational and tourist infrastructure.

2.3. Project entitled “Construction of the bypass road at Lubsko – stage I” (priority 2, activity 2.1)

Applicant: Provincial Road Management Board in Zielona Góra

Time of realisation: 31 July 2005 – 15 December 2007

Project value: approximately 8.165 million €, of which 75%, i.e. 6.124 million €, will be financed from the ERDF means

Project partners: Provincial Road Management Board in Zielona Góra and the town of Forst

Transboundary aspect of the project

The project will contribute to an essential improvement of the state of the transborder transport route connecting southern part of the Lubuskie voivodship with the town of Cottbus through the border crossing of Zasieki/Forst. In the future, the Lubsko bypass road, along with the Forst ring road, are meant to constitute a part of the supra-regional road connection between the Lubuskie voivodship and the Land of Brandenburg, providing the basis for the development of cross-border co-operation and contributing to the abolition of barriers in the contacts of borderland communities.

Details of the project

The town of Lubsko is located in the south-western part of the Lubuskie voivodship, on river Lubsza, 19 km away from the Polish-German border. Provincial road no. 289, having transboundary character, crosses the town and continues to the West towards the newly opened border crossing Zasieki/Forst. Currently, the transport pattern of the town of Lubsko gives rise to difficulties in the transborder traffic, because crossing of the town cannot be done smoothly. Nowadays, the provincial transborder road no. 298 crosses the centre of the town, with narrow streets having surfaces in bad technical condition. The parameters of streets and crossings differ significantly from the standards corresponding to the current traffic intensity.

The planned undertaking concerns construction of the bypass road along the provincial road no. 289 on the segment Zasieki-Nowogród Bobrzanski, together with the outlet towards Krosno Odrzanskie. The bypass road designed circumvents the areas of compactly built-up parts of Lubsko to the north-west and north of them. Within the framework of realisation of the project construction is envisaged of 4.98 km of road, of a bridge and a railway viaduct, reconstruction of the technical infrastructure, as well as repair of the surface of the provincial road no. 287 over the segment Górzyn-Lubsko, constituting a part of connection of the planned ring road in the direction of Krosno Odrzanskie.

Some of the benefits from the realisation of the project to the sides of the project are as follows:

- improvement of the capacity of the transboundary transport route along the provincial road no. 289 (linking, in particular, two large towns, i.e. Cottbus and Zielona Góra),
- improvement of the traffic safety on the transboundary transport route along the provincial road no. 289, crossing the town of Lubsko,
- improvement of conditions of transport economics along the same transboundary route in terms of decreased costs of vehicle exploitation and decreased travel time,
- activation of tourist traffic in the border region on both sides of the border,
- implementation of the prerequisites for the regional development of the partner towns Lubsko – Brody – Forst in the domains of transport and infrastructure.

2.4. Project entitled “Euro-entrepreneur – Polish-German Centre of Personnel Training for the Borderland economy / Polish-German Youth Workshop” (priority 5, activity 5.1)

Applicant: Provincial Board of Professional Training in Gorzów Wielkopolski (WZDZ)

Time and place of realisation: 15 June 2005 – 30 September 2006, Slubice

Project value: approximately 365,000 €, of which 75%, i.e. 274,000 € will be financed from the ERDF means

Project partners: WZDZ and Bbw Bildungszentrum in Frankfurt on Oder

Transboundary aspect of the project

Exchange of persons in the framework of training, jointly with the beneficiaries of the twin project realised within INTERREG IIIA by the German partner under the title of “German-Polish Youth Workshop”, will enable mutual cognition and contacts, abolition of barriers, and in the future also establishment of the Polish-German companies. German partner is responsible for making available the facilities for carrying out professional practice by the project beneficiaries with the Polish and German entrepreneurs.

Project details

The Lubuskie voivodship, and especially the border-adjacent area, struggles with serious economic and social problems. High unemployment causes constant outflow of the young from the region. Young people, entering the labour market, encounter various barriers, associated first of all with inadequacy of educational background to the expectations of the employers, lack of knowledge of foreign languages, insufficient mobility. At the same time accession of Poland to the European Union creates a particular chance of developing the border area, especially the economic growth in the SME sector on the basis of co-operation and joint economic undertakings. The detailed objectives of the project encompass:

- training courses for the unemployed young and adults, with secondary education, from the area of the Polish-German borderland, in the professions of mechatronic, tradesman, communication systems electronics specialist,
- exchange of the youth in the framework of the twin project realised by the German partner,
- teaching of German and English languages,
- professional practice for the participants of the project on the principle of international exchange,
- equipping the workshops and educational facilities for the teaching of professions with devices and equipment that will enable a broad scope of education with the use of the most modern technologies in the professions mentioned above.

The doubtless advantage from the realisation of the project will consist in the increase of competitiveness of companies through enhancement of the skills of management and employees. Project participants will be getting prepared to establishing small enterprises in Poland and collaborating with the German companies.

3. Poland-Belarus'-Ukraine Neighbourhood Program INTERREG IIIA / TACIS CBC

The Neighbourhood Program Poland-Belarus'-Ukraine was accepted by the European Commission on November 5th, 2004. It encompasses with its reach:

- in Poland: eight areas corresponding to NUTS III: Białystok-Suwałki, Łomża (in the Podlaskie voivodship), Biała Podlaska, Chełm-Zamość, Lublin (Lubelskie voivodship), Rzeszów-Tarnobrzeg, Krosno-Przemysł (Podkarpackie voivodship), Ostrołęka-Siedlce (a part of the Mazowieckie voivodship);
- in Belarus': the districts of Grodno (Hrodna) and Brest', as well as the western part of the Min'sk district;
- in Ukraine: the districts of Volyn, Lviv and Transcarpathia (see Map 3).



Source: www.interreg.gov.pl

Map 3: Territorial range of Poland-Belarus'-Ukraine Neighbourhood Program

In view of the fact that the ERDF means are for formal and procedural reasons destined uniquely for the countries of the European Union, support in the framework of these programs on the area of the countries from the outside of the Community is extended through, in particular, the TACIS fund, intended in our part of Europe for the Russian Federation, Belarus', Ukraine and Moldavia. In the years 2004-2006 Polish side will disburse for the Neighbourhood Program 37.8 million € from the ERDF means. The joint financing from TACIS CBC for Belarus' and Ukraine will amount in the same period to 8.0 million €.

In distinction from the INTERREG IIIA programs realised along the western boundary, all the projects of the Poland-Belarus'-Ukraine Neighbourhood Program are implemented in the framework of three priorities:

| Priority 1 | Priority 2 | Priority 3 |
|--|---|--|
| Increase of competitiveness of border regions through modernisation and extension of the transborder infrastructure | Development of human capital and the institutional forms of transborder co-operation as well as improvement of safety at the borders of the European Union | Technical assistance |
| Activity 1.1. Modernisation and extension of the existing transport systems for improvement of regional accessibility | Activity 2.1. Strengthening of institutional transborder co-operation and enhancement of human capital quality | Activity 3.1. Management, implementation and control |
| Activity 1.2. Development of a joint transborder system of environmental protection | Activity 2.2. Support for the initiatives of local communities (Micro-Projects Fund) | Activity 3.2. Evaluation and promotion of the program |
| Activity 1.3. Development of the business infrastructure and tourism | | |

The detailed objectives of the Neighbourhood Program include:

- improvement of the intra-regional transport systems within the transboundary area (e.g. shortening of travel times between the economic centres in the transboundary area);
- linking and integration of the European transport systems of the region for the purpose of improvement of accessibility and conditions for transit traffic;
- increase of economic potential in the border zone through increase of investment and tourist attractiveness;
- improvement of quality of strategic information making it possible to take investment decisions;
- improvement of quality of the natural environment within the transboundary area through extension of respective investments or tourist undertakings in the area;
- protection, minimisation or liquidation of the risk of environmental pollution on the transboundary area;
- establishment of conditions for the socio-economic development of the transboundary area through the trade and peri-business collaboration;
- increase of the number and rank of organisations engaged in transborder co-operation, through involvement of organisations that have not collaborated between themselves until now.

3.1. The socio-economic characteristics

The length of the Polish-Ukrainian border is 535 km. The area included in the program on the Polish side has the surface of 75,300 sq. km, while on the Ukrainian side: 54,800 sq. km. The border-adjacent area on the Polish side is inhabited by 6.35

million people, and on the Ukrainian side – by 4.92 million. Population is differentiated ethnically and culturally. The area encompassed by the program on the Polish side displays a positive natural increase (0.7‰), while on the Ukrainian side natural decrease is observed (-2.4‰). The majority of the population encompassed by the program is in productive age (roughly 60%).

The border-adjacent region is economically poorly developed, with the respective economies based mainly on farming and industry. Economic activity concentrates mainly in the agglomerations (Lublin, Rzeszów, Lviv) and in bigger towns (Zamosc, Przemyśl, Lutsk, Kovel, Novo-volyn'sk, Vlodymir Volynskii). The dominating industries belong to processing of wood and food products, mainly dairy industry, distilling, brewing, processing of meat, cereals, fruits and vegetables, sugar, tobacco products, as well as production of electrical and mechanical devices, automotive and chemical industries (the latter producing mineral fertilisers, artificial fibres and plastic materials). On the area of Ukraine hard coal and lignite are extracted, as well as natural gas, oil, iron and magnesium ores, and potash salts. This means that a significant part of the population (58% on the Polish side and 63.6% on the Ukrainian side) work in sectors considered to be the traditional, declining segments of economy.

Ukraine is the beneficiary of the TACIS Transboundary Cooperation Program since 1996. In the years 1996-2003 assistance was extended in the framework of three priorities:

1. border infrastructure,
2. environment,
3. development of border regions.

In the years 2001-2002 a new bridge and the approach roads were constructed near to Yagodin, one of the biggest international border crossings for cars in Ukraine. Modernisation is planned of the following border crossings, to be financed from the National TACIS Program:

- border crossing Yagodin (phase I) – National Action Program TACIS 2001 (construction work started at the end of 2004);
- border crossing Rava Russka National Action Program TACIS 2002 (construction work started in 2005).

During the first year of membership of Poland in the European Union the preparations were underway for the setting in motion of the Neighbourhood Program Poland-Belarus'-Ukraine, which was ultimately accepted at the end of 2004. The first call for project submission was launched in 2005. The Steering Committee accepted for realisation 44 projects, of which 17 on the Polish-Ukrainian boundary. In the current year consecutive 43 projects (second call) were selected for realisation.

3.2. Project entitled "Modernisation of the approach road to the transboundary trans-shipment LHS station in Bortatycze" (priority 1, activity 1.1)

Applicant: County Office in Zamosc

Time and place of realisation: 4 October 2005 – 27 September 2007, Bortatycze (county of Zamosc)

Project value: approximately 535,000 €

Partners of the project: County Office in Zamosc and Vlodymir Volynskii administrative unit of the district of Volyn

Details of the project

Work on modernisation of the approach road to the trans-shipment station on the LHS (wide-gauged metallurgic-sulphur railway line) in Bortatycze was divided into three stages. The first stage would consist in modernisation of the road over the segment of 1,530 m, the second – in modernisation of the bridge and the approaches of the total length of 1,000 m, and the third – in modernisation of the segment of the road of the length of 1,293 m. As of now, the first stage of the modernisation work was terminated. The main contractor is Przedsiębiorstwo Robót Drogowych Sp. z o.o. (Road Works Co. Ltd.) from Zamosc.

LHS is a goods railway line of the total length of 394.65 km, which was meant to supply the Steelworks “Katowice” in Polish Upper Silesia with the iron ore from the Soviet Union, and to export sulphur from the Tarnobrzeg Sulphur Basin in Poland without the necessity of transshipment at the border.

The primary objective of the project is to create adequate conditions for trade and economic collaboration through improvement of accessibility of the areas within the confines of the county of Zamosc in the vicinity of the modernised segment of the road, including the border transshipment station, improvement of quality of functioning of the transport system and decreasing the time of travel for passengers and goods.

The measurable effects of realisation of the project would consist in:

- improvement of accessibility to 36 businesses located in the county of Zamosc, including two companies having key significance for the economy of the region,
- increase of the carrying capacity of the bridge for the vehicles up to the total weight of 30 tons and of the road up to 10 tons per axis,
- increase of the intensity of trade in the region of Lublin and in the district of Volyn by approximately 25%,
- increase of the volume of goods transported from the transshipment station Zamosc-Bortatycze by around 40%,
- increase of the area of land for business purposes,
- possibility of creating additional jobs for the period of work related to realisation of the project.

3.3. Project entitled “Extension of the transboundary system of natural environment protection and liquidation of the effects of catastrophes and elementary disasters on the area of the province of Lublin and the district of Lviv” (priority 1, activity 1.2)

Applicant: Provincial Fire Brigade Headquarters in Lublin

Project value: 3.7 PLN, of which 75%, i.e. 2.775 PLN (roughly 685,000 €) to be financed from the means of the ERDF

Project partners: Provincial Fire Brigade Headquarters in Lublin and the counterpart in Lviv

Transboundary aspect of the project

Project consists in extension of the system of protection for the natural environment as well as minimisation and liquidation of the risk of polluting the transboundary area. The effect of the project will be to introduce and locate in the crucial points of the province of Lublin the additional specialised emergency equipment. This will be the salvaging and extinguishing vehicles, equipped with the capacity of fighting various kinds of hazards. Thereby the safety of the protected area on both sides of the Polish-Ukrainian boundary will be enhanced.

Details of the project

In the framework of the project six specialised rescue cars will be purchased for the county and town headquarters of the National Fire Brigades from the area of the province of Lublin, i.e. for those in Biala Podlaska (two cars), Lublin, Krasnik, Pulawy and Wlodawa.

Realisation of the project will take place through modernisation of the existing emergency system within the province of Lublin and the improvement of effectiveness of the rescue operations. The effects will consist in the rapid appearance at the location of an event and undertaking of the rescue activities aiming at limitation and liquidation of the contamination, as well as essential lowering of the costs of rescue actions.

The activities undertaken shall enhance the quality of public safety, shall strengthen the resistance to the effects of breakdowns and elementary disasters, and they will improve the state of the environment through decreased emissions to the atmosphere of the toxic products of combustion.

Summary

The INTERREG IIIA Program demonstrated relatively high effectiveness in the domains of economic collaboration, extension of border infrastructure, joint undertakings in tourism, as well as skill enhancement and Euro-regional co-operation, especially within the Polish-German borderland. The main element of the Program is constituted by the extension of infrastructure in the border region, to which 60% of means were devoted. This applies equally to tourist and transport infrastructures. Numerous projects of construction and improvement of roads correspond, in particular, to the objective of improving interregional accessibility.

Within the Polish-Ukrainian borderland the majority of applications concerns priority 1, that is – the increase of competitiveness of the border regions through modernisation and extension of the transboundary infrastructure. In reality, these are rather smaller projects, with value rarely exceeding 1 million €, dealing with

construction or modernisation of limited segments of roads within the borderland region. Financial means are often disbursed on projects, from whose realisation only one side benefits. The participation of the Ukrainian partner in the projects realised is marginal and frequently reduces to an official appearance in the work conducted. It can therefore be concluded that both sides are just the consumers of the financial means devoted to the INTERREG IIIA program.

Annex 4

The INTERREG IIIA Programming Areas & Completeness of the database (as of May 2006)

| | |
|--|--|
| 1 SE/FI Skårgården , www.skargarden.com (en, sv, fi) | 33 EL/AL Greece/ Albania , www.interreg.gr/en/EL_AL/main.asp (en, el) |
| 2 FI/SE/NO Kvarken - Mittskandia , www.kvarken-mittskandia.nu (en, no, fi, sv) www.kvarken.org (en, fi, sv) | 34 EL/FYROM Greece/ Former Yugoslav Republic of Macedonia www.interreg.gr/en/EL_PG/main.asp (en, el) |
| 3 DE/AT Bavaria/ Austria , www.interreg-bayaut.net (de) | 35 EL/BG Greece/ Bulgaria , www.interreg.gr/en/EL_BU/main.asp (en, el) |
| 4 AT/CZ Austria/ Czech Republic , www.at-cz.net (en, de, cs) www.strukturalni-fondy.cz/index.php?show=000006000016 (cs, en) | 36 EL/CY Greece/ Cyprus , www.interreg.gr/en/EL_CY/main.asp (en, el) |
| 5 AT/SI Austria/ Slovenia , www.at-si.net (en, de, sl) www.gov.si/arr (en, sl) | 37 DE/PL Mecklenburg Vorpommern/ Poland , www.pomerania.org.pl (en, pl) www.pomerania.net/pom_themen_interreg.cfm (de) www.interreg.gov.pl/INTERREG+IIIA/Program+Polska++Meklemburgia+Pomorze++Przednie/ (pl) |
| 6 AT/HU Austria/ Hungary , www.at-hu.net (en, de, hu) www.interreg.hu/at-hu (hu) www.mtrfh.hu (hu) | 38 BE/DE/NL Euregio Maas-Rhein , www.euregio-mr.org (en, fr, de, nl) www.interregemr.info (en, fr, de, nl) |
| 7 AT/SK Austria/ Slovakia , www.at-sk.net (en, de, sk) | 39 FI/RU Euregio Karelia , www.karjala-interreg.fi (en, fi) |
| 8 SE/NO Sweden/ Norway , www.interreg-sverige-norge.com (sv) | 40 FI/RU South East Finland/ Russia , www.kaakkoissuomen-interreg.fi (en, fi) |
| 9 DE/NL Ems-Dollart region , www.edr-org.de (en, de, nl) | 41 FR/CH France/ Switzerland , www.interreg3afch.org (fr) |
| 10 AU/DE/CH/LI Alpenrhein/ Bodensee/ Hochrhein , www.interreg.ch/ir3reg_bodens_d.html (en, fr, de, it) www.interreg.org (de) | 42 FR/ES France/ Spain , www.iaf.es/ayudas/ayudasregionales/interreg3a.htm (es) interventions.aquitaine.fr/article192.html (fr) 195.53.115.97/index.jsp (es) |
| 11 DE/PL Saxony/ Poland , www.funduszestukturalne.gov.pl/Wiadomosci/Interreg+III/ (pl, en) www.interreg.gov.pl/INTERREG+IIIA/Program+Polska++Saksonia/ (pl) www.interreg3a.info/templates/tyTP_standard_02.php?to pic=lnhalte (de) | 43 FI/SE/NO/RU Nord , www.interregnord.com (sv, fi, ru, en) |
| 12 DE/CZ Saxony/ Czech Republic , www.interreg3a.info/templates/tyTP_standard_02.php?to pic=lnhalte (de, cs) www.strukturalni-fondy.cz/index.php?show=000006000013 (en, cs) | 44 FI/EE Finland/ Estonia , www.interreg-finest.net (fi, et, sv, en) |
| 13 NL/DE EUREGIO, Euregio Rhein-Waal and euregio rhein-maas-nord , www.euregio.org/pci (de, nl) www.euregio.de (en, de, nl) www.euregio.org (de, nl) www.euregio-rmn.de (de, nl) | 45 BE/NL Grensregio Vlaanderen-Nederland , www.euregioscheldemond.be/inter3.html (nl) www.euregiobmg.com (nl) |
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