

ESPON-INTERACT study on Cross-border Cooperation Interim Results

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Aim of ESPON-INTERACT CBC Study

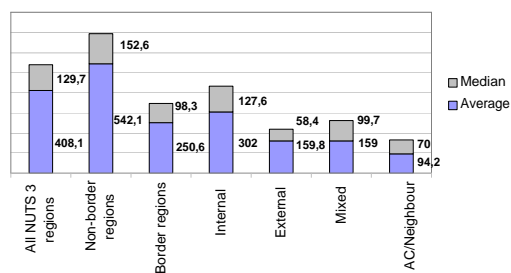
How ESPON results and the experience of INTERREG programs, in particular INTERREG IIIA, could contribute to better future actions at cross-border regional areas:

- Needs and potentials in border regions
- Value-added of CBC
- Potential synergies

Working methods

- Examine the situation of border regions (NUTS 3) EUR as % of EU25, population density
- Examine INTERREG IIIA programmes/projects (intensity and thematic orientation)
- Apply and extend the ESPON 1.1.3 typologies
- How are future themes reflected?

Situation of Border Regions- population density

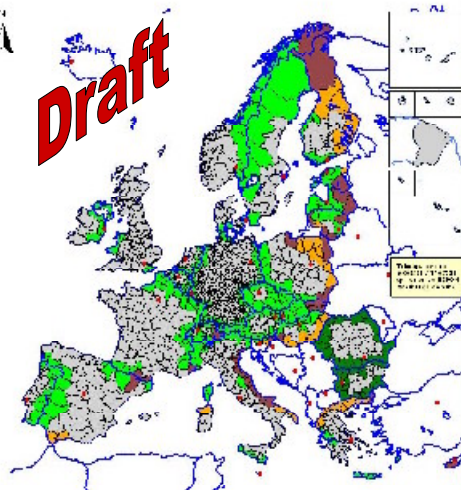


- BR average 50% lower population density than non-border regions
- External and mixed BR 50% less than Internal

Situation of Border Regions- Economic

Border regions
economically
disadvantaged...
....greater need for
cohesion measures

Need to build better
bridges between cross-
border regions-
INTERREG IIIA
addresses this need



**BR and % of EU 25
in Euro**

**All border regions:
92,0**

**Internal border:
94,07**

**External borders:
51,37**

Mixed borders: 66,92

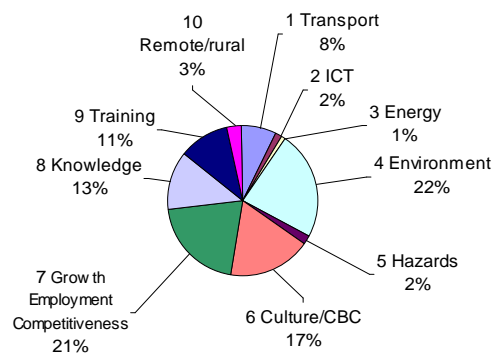
Third country: 15,12

types of border regions
■ Internal Borders
■ External borders
■ Internal & External borders
■ Third Country
● Capital
● City boundaries

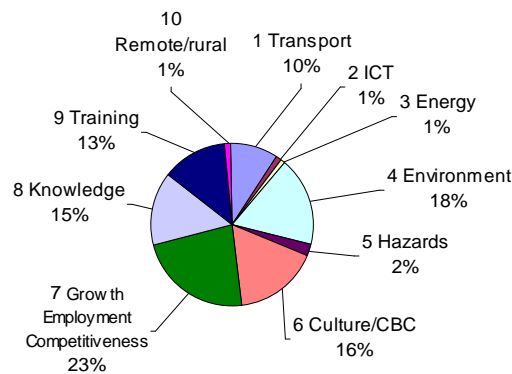
ESPON themes in INTERREG IIIA projects

1. Transport
2. ICT
3. Energy
4. Environment/Quality of Life
5. Hazards
6. Cultural and CB social interaction
7. Growth, employment and competitiveness
8. Knowledge sharing /Innovation/Research/Cooperation
9. Education/Training/Migration
10. Remote and Rural Development

IIIA projects according to ESPON themes



Themes on the Eastern Frontier



Transport project on the Eastern Frontier

IIIA Programme area with Transport as Theme at Eastern borders/NMs

Programme	Name	# of transport	total projects	percentage
5	Austria - Slovenia	5	46	10,9
6	Austria - Hungary	5	63	7,9
7	Austria - Slovakia	1	21	4,8
11	Saxony - Poland	2	16	12,5
12	Sachsen-Czech Republic	9	57	15,8
14	Brandenburg - Lubuska	6	50	12,0
18	Italy - Slovenia	8	331	2,4
23	Bavaria - Czech Republic	6	40	15,0
30	Spain - Morocco	6	52	11,5
33	Greece - Albania	1	14	7,1
34	Greece - FYROM	1	6	16,7
35	Greece - Bulgaria	8	38	21,1
39	Euregio Karelia	14	113	12,4
40	South East Finland - Russia	25	142	17,6
43	Nord	11	92	12,0
53	Italy/Balkans- Adriatic	5	67	7,5
54	Czech Republic - Poland	9	39	23,1
56	Slovakia- Czech Republic	5	20	25,0

Examples of IIA transport projects (EU eastern border)

- 56 Programme (**Slovakia-Czech Republic**): 4 out of the 5 transport projects deal with **bicycle and hiking routes!**
- 54 Programme (**Czech Republic-Poland**) 6 out of 9 transport projects deal with **cycling and hiking.**
- 35 Programme (**Greece-Bulgaria**): All 8 transport projects (out of 38 total deal with motorways, particularly the Egnatia Motorway.

- 43 Nord programme (**Sweden-Finland-Norway-Russia**)
13 out of 108 projects dealing with transport. Spread between modes. Air:2, Road:2, Boat:2, Rail:1, Bridge:1, Bus:1

- NAVEGUA- Area 29 (**Spain-Portugal**)
Aim: To improve maritime accessibility. CBC region characterised by low population and low economic activity due to lack of **historical CB infrastructure**. An international bridge was build as a step to solve situation, but **negative effect on the ports**, which previously had an important role. Project to increase accessibility of ferries and ports!

Integration potential in border regions

Typology #1

- Geographic type of border: mountain, river, "green"
- Density of border crossings: road border crossings

Typology #2

- Dimension of economic disparities: small, medium or large
- Membership in transnational activities: Euroregions or Working Communities

Project Intensity for each type

Project Intensity for Typologies:

Average # of projects for each Type

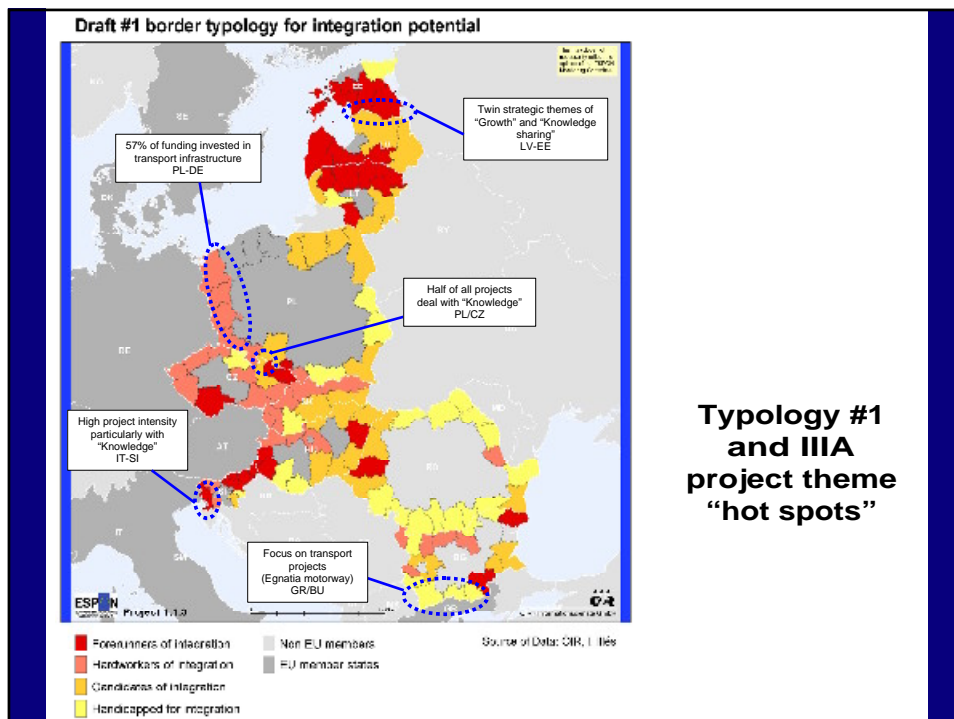
Regional Type	<i>Forerunner</i>	<i>Hardworker</i>	<i>Candidate</i>	<i>Handicapped</i>
Typology #1	134	94	25	50
Typology #2	67	193	108	64

IIIA project intensity and Typology #1

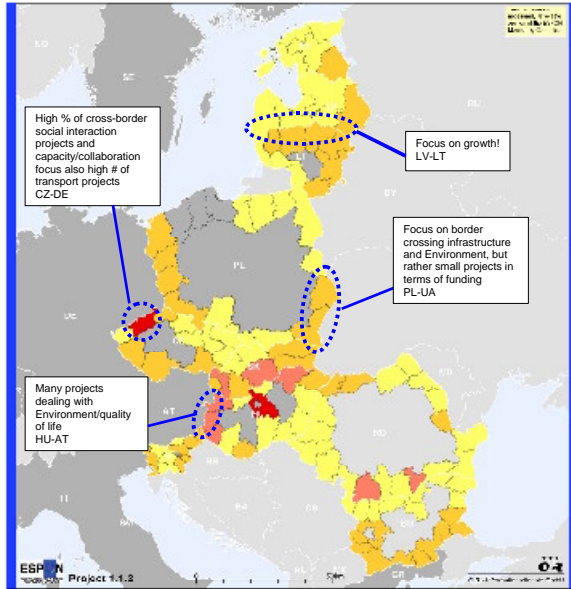
- **Forerunners** (green border, high border crossings): Greater project intensity- average 134 projects in regions
- **Candidates** (green border, low border crossings): lowest project intensity – average 25 projects in regions
- Number of road border crossings is more conducive to CBC?
- Geographic type of borders play less of a role?
- Importance of CB road infrastructure?

IIIA Project intensity and Typology #2

- **Hardworkers** (low economic disparities and high transnational activities) have much higher average project intensity (193)
- **Handicapped regions** (low economic disparities and low transnational activities) somewhat lower project intensity
- Belonging to a *Euroregion* or working community is an important pre-condition for cross-border activities?
- *Lesser economic disparities* are conducive to greater cooperation?



Draft #2 border typology for integration potential



Typology #2 and IIIA project themes “hot spots”

Typologies and ESPON themes

NEW Percentage of IIIA projects in each type dealing with ESPON themes

Theme	1	2	3	4	5	6	7	8	9	10
Typology 1	Transport	ICT	Energy	Environment	Hazards	Culture/CBC	Growth	Knowledge	Education	Remote/Rural
#1 Forerunner	9	1	2	16	2	17	19	17	14	1
#1 Hardworker	9	1	2	16	2	17	19	16	14	4
#1 Candidate	15	1	0	12	12	7	15	26	11	0
#1 Handicapped	10	1	0	23	5	17	16	18	9	0
Theme	1	2	3	4	5	6	7	8	9	10
Typology 2	Transport	ICT	Energy	Environment	Hazards	Culture/CBC	Growth	Knowledge	Education	Remote/Rural
#2 Forerunner	15	1	3	15	3	28	9	9	10	6
#2 Hardworker	10	0	5	20	2	15	19	19	8	1
#2 Candidate	9	1	2	14	2	16	19	17	15	4
#2 Handicapped	8	1	2	17	2	18	19	16	16	2

Transport projects

- **Candidates** for integration in typology #1 (few natural barriers, low density of border crossings) engage in highest percentage of transport projects (15%)... making them perfect “candidates” for projects dealing with transport infrastructure

Energy and Environment projects

- **Hardworkers** of typology #2 (low economic disparities and many transnational structures for cooperation) have relatively high percentage of energy projects (6% compared with 0.8% for all projects)
- Particularly **Austria-Hungary** programme with a focus on renewable energy projects, linking with environmental theme

Culture and CB social interaction

- **Forerunners** of typology #2 have a high percentage of projects devoted to “culture and CB interaction”. Do disparities in GDP give incentive to work together in cultural exchanges, festivals and tourism projects around a similar cultural heritage?
- Case of **Sachsen-Czech Republic**: member of 3 Euroregions, high cooperation despite mountain border-

“New Priorities” and ESPON Themes

New Priorities	ESPON Themes
Entrepreneurship, SMEs, Tourism, Culture, Cross-border Trade (Development)	7) Growth, Employment and Competitiveness 8) Knowledge sharing and Innovation
Protection and management of natural and cultural resources, Natural and technological risks (Nature, Culture and Risk)	4) Environment and Quality of Life 5) Hazards
Links between urban and rural areas (Urban-rural)	10) Remote and rural areas
Access to transport, information and ICT, water, waste and energy facilities (Accessibility and Infrastructure)	1) Transport 2) ICT 3) Energy
Collaboration, capacity and joint use of infrastructure, Health, culture, tourism, Education (Capacity building)	6) Social and Cross-border social interaction 9) Education, training and migration

“Hard” and “soft” priorities

NEW	"Hard Projects"			"Soft Projects"			Total Soft	
	Theme	Nature, Culture, Risk	Infrastructure	Total Hard	Collabor./Capacity	Development		Urban-Rural
Typology 1								
Forerunner		18	12	30	31	36	1	68
Hardworker		18	12	30	31	35	4	70
Candidate		24	16	40	18	41	0	59
Handicapped		28	11	39	26	34	0	60
Typology 2								
Forerunner		18	19	37	38	18	6	62
Hardworker		22	15	37	23	38	1	62
Candidate		16	12	28	31	36	4	71
Handicapped		19	11	30	34	35	2	71

Tentative Conclusions

- “**soft**” capacity building projects characterise around two-thirds of all projects for all regional types.
- **Handicapped and Candidates** for integration (Type #1) have relative greatest number of “hard” projects (40 and 39%). Geographic type of border still plays a role?

Closing questions

- How can the INTERREG IIIA programme areas be designed to better suit the needs of the various types of border regions?
- What thematic types of concrete INTERREG IIIA projects seem most likely to increase the process of cross-border cooperation and learning?
- Is there a “natural” progression from “soft” to “hard” projects, or vice-versa?