



ASSOCIATION of
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Cumann Réigiún na hÉireann

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**Association of Irish Regions
Response to the Public Consultation
on a
Proposal for a Commission Communication on an Integrated Maritime Policy for
the Atlantic Ocean Sea Basin**

Summary

Summary of the main points made by the Association of Irish Regions (AIR) in its submission on a proposal for a “Commission Communication on Integrated Maritime Policy for the Atlantic Ocean Sea Basin.”

- 1) A macro-regional vision for the Atlantic Area will improve economic cooperation, connectivity, the coherency of marine spatial planning and associated actions and thus the overall viability, environmental condition and sustainability of our shared seas and ocean.
- 2) Boundary delineation for the EU Atlantic Area is a primary and fundamental necessity for further progress that nonetheless requires a flexible and pragmatic approach. A combination of sectoral, natural and economic/territorial demarcations should be used to facilitate this delineation. In addition any integrated strategy should look to use the experience and knowledge of existing cooperation’s such as Regional Conventions in the pursuit of sustainably managing shared marine resources.
- 3) Unique and common priorities exist across the Atlantic Area, her regions and maritime sub-basins. Common aims and objectives must therefore be harmonised with more customised regional approaches. Any Communication must outline that Integrated Maritime Policy should be flexible and adaptable to these needs.
- 4) Appropriately informed, scenario-led marine spatial planning policy across the Atlantic Area which is built within the framework of a broader macro-regional policy will greatly assist the achievement of good environmental status, increase efficiency of resources, build regional cooperation and moreover assist in the coherent and rationalised delivery of the Marine Strategy Framework Directive.
- 5) Not all marine uses are compatible and the identification of resource use conflict areas and cooperation programmes should be prioritised within any integrated strategy. Information and data sharing are essential not only to building an integrated Atlantic Ocean area but are necessary in terms of measuring cumulative effects of activities within and across the marine environment and territories.
- 6) Institutional arrangements must be top down informed but built from the bottom up. The role of sub-national government, especially in regards to facilitation of flagship projects, taking advantage of previous initiatives and transnational stakeholder cooperation must be fully realised.
- 7) Strategic use of Community programmes is required whereby needs are matched to resources. An integrated strategy which clearly outlines the strategic level

opportunities for the Atlantic Ocean area and establishes priority actions will assist in trans-regional/national partnership development and maximise the quality and efficiency of use of funding opportunities.

- 8) To this effect, the added value must be clearly outlined with a clear set of priority actions identified and enabled. Any macro-regional vision and strategy must be in line with the 2014-2020 phase of operational programmes to maximise the great potential to enhance the Atlantic Area, source funding opportunities, increase efficiency of resource use and to address common challenges such as connectivity (transport, energy and ICT), e-maritime use, climate change impacts and so forth.
- 9) AIR believes that an integrated Atlantic Ocean area should focus on three pillars, namely, 1) Sustainable Socio-Economic Development 2) Environmental Protection and 3) Governance.
- 10) Further guidance and a communication are welcomed by the AIR. At the outset this should point up the positive benefits that continued consultation of all relevant stakeholders has in encouraging participation at all levels and engendering a sense of ownership and responsibility with regards to the Atlantic Ocean area and its sustainable management.

Detailed Response

The AIR, which represents Ireland's two Regional Assemblies (NUTS II) and eight Regional Authorities (NUTS III), having considered the survey questionnaire and communications on Integrated Maritime Policy for the Atlantic Ocean Sea basin, herein offers its observations.

This paper is intended, in the first instance, as a contribution to the formulation of the Irish national position but also as an initial input into the public consultation launched by the European Commission in August 2010.

1. Area of Interest

Within the Atlantic Ocean EU sea area, the areas of immediate interest to the Irish regions are the Irish Coastal Waters. As defined by the questionnaire survey this would include the areas defined as (i) "The Atlantic Outermost Regions"; (ii) "The seas between Ireland and GB"; and, (iii) "The West of Ireland".

2. Identity of the Atlantic Area

The EU Atlantic Ocean is easily identifiable in terms of macro-regional development and the definition of same as "an area including territory from a number of different countries or regions associated with one or more common features or challenges"¹. A common characteristic of this area is peripherality or as more recently described "outermost regions." As a consequence of this common characteristic "connectivity" is a major challenge and driving issue for the regions of the Atlantic Area.

It should be noted, that within the Atlantic Area there are sub-basins such as the Celtic Seas or Iberian Coast which in isolation may have uniquely common characteristics and challenges (economic and ecological) which they may not share with the remainder of the Atlantic Area space. In other words, co-operation and links between and within the regions of the Atlantic Area may not be seamless or appropriately effective. At the same time the latter points do not negate the driving challenge and need to improve connectivity (connectivity in its broadest sense to include transport, energy and ICT) both along the arc of the Atlantic Area and eastwards towards mainland Europe.

Under EU Regional Policy, the Atlantic Area has been defined by the Atlantic Area Transnational Programme (see Appendix I). AIR considers this as appropriate but draws attention to the delineation of the territorial boundaries as drawn up by the Conference of Peripheral and Maritime Regions' (CPMR) Atlantic Arc Commission as part of its "Proposed Guidelines for an Integrated Strategy for the Atlantic Arc."² The latter's terrestrial delineation for the Atlantic Arc boundary is largely consistent with the Atlantic Area Transnational Programme map. It includes, in addition to the Atlantic Area map, the West Midlands in the United Kingdom and the Limousin region in France. As the outermost island state in Atlantic waters the whole of the island of Ireland is included. (see comments under Section 4 – Challenges (Boundary delineation and geographical scope))

3. Added-Value of an Integrated Strategy

The elaboration of an integrated strategic vision for the Atlantic Area should: (a) help to identify common challenges; (b) promote more strategic collaboration and cooperation and (c) stimulate economic development and more efficient resource use. Sectors of greatest potential include: marine research and innovation, climate change mitigation and adaptation, environmental protection, safety and surveillance, marine (renewable) energies, tourism/culture and fisheries. Moreover and critically, it will improve the sustainability and efficiency of networks for connectivity and accessibility and in combination with other initiatives, such as e-maritime services, will result in a well defined and structurally operationalised face for Europe along its western frontier.

Therefore, while the basis for an integrated strategy is the maritime dimension, it must be broader than that. It must be integrated maritime policy but also integrating that policy with other policies to create greater coherence and a more strategic approach to the development of the Atlantic Ocean sea basin. It must also contribute to the Europe 2020 Strategy objectives

¹ Source: [Macro-regional Strategies in the European Union](#) - published on the Website of DG Regional Policy

² Conference of Peripheral and Maritime Regions, see: <http://arcatlantique.org/index.php>

and be compatible with the principle of Territorial Cohesion, as enshrined in the Lisbon Treaty, and incorporate territorial co-operation.

The AIR sees the development of an integrated strategy providing added-value by:

- (a) Increasing awareness of common challenges and shared priorities between Member States, regions and other stakeholders
- (b) Putting in place tangible and measurable projects and actions, respectively, to improve overall sustainability and EU policy application at the Atlantic Area scale.
- (c) Specifically, with regard to Marine Spatial Planning, an integrated strategy will assist in the avoidance of user conflicts, the allocation of space for specific uses from local to transnational level, and through the ecosystem based approach assist in the delivery of the MSFD while improving the knowledge on the quality status of Atlantic sea basins.

An Atlantic Area sea basin identity and strategy will undoubtedly result in value-added outcomes for each participating region across a range of common priorities. To date AIR has found cooperation with fellow Atlantic Area stakeholders to be a very positive experience and underlines that there is already a wealth of cooperative activity between stakeholders within the Atlantic Ocean sea basin. In this regard, AIR recommends that there should be an inventory of relevant activity to date, to help inform the elaboration of an integrated strategy.

For example, within the Atlantic Area sub-basins of the Celtic and Irish Seas, there is ongoing transfer of research information, knowledge and opinion through the PISCES Project³ and the pilot Irish Sea Region Platform⁴. These initiatives are facilitating, for the purposes of cooperation and cost-effective use of resources, the development of project initiatives, such as marine spatial planning, as a medium to exchange expertise and opinion across a partnership spectrum of governmental, academic and other non-governmental agencies and organisations. It is foreseen that an Irish Sea Region Platform will be formally established as the driver for an Irish Sea Region Strategy and potentially facilitate or assist the necessary levels of transboundary cooperation as required under the environmental pillar of the Integrated Maritime Policy, namely, the Marine Strategy Framework Directive (MSFD). While the MSFD encourages the use of existing institutional structures, such as Regional Sea Conventions, the AIR sees enormous potential in an Atlantic Area strategy to ensure coordination across a variety of sectoral interests and for a variety of policy areas such as the MSFD, *Marine Knowledge 2020*, the proposed programmes to support the IMP such as integrated maritime governance, development of MSP and ICZM, and the roadmap towards establishing a Common Information Sharing Environment for the EU maritime domain⁵ and the *Social Maritime Agenda*.

AIR is keen to see the levels of cooperation that have been developed to date further expanded on a wider Atlantic Area basis. It is keen that any sub-basin strategy (such as the proposed Irish Sea Region Strategy) would adopt priorities and policy tools, which while unique and tailored to the political and geographical context of that sub-region, are nonetheless, harmonised with (especially along the boundaries) neighbouring Atlantic sub-basins. This is especially relevant in terms of the adoption of a more holistic ecosystem based approach to marine planning which will maintain and strengthen the robustness and integrity of marine biodiversity. Without adequate levels of cooperation and sharing of best practice in terms of developing more compatible maritime activities and zoning, resource efficiencies will not be fully maximised.

³ A LIFE+ funded project. See: <http://www.projectpisc.es.eu/>

⁴ See http://www.dra.ie/dynamicdata/irish_sea_regions.php

⁵

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/10/1268&format=HTML&aged=0&language=EN&uiLanguage=fr>

Existing Cooperation – a basis for future action

It is worth pointing out the experience that a number of local/regional authorities have in implementing projects with similar partners along and throughout the Atlantic Area. These projects have or are already looking at some of the issues that an Atlantic Strategy will need to consider. Not only do these projects highlight the existing potential for information transfer across the Atlantic Area and the potential to capitalise on outputs from inter regional initiatives to wider sub-basin and Atlantic basin areas but they also show the importance and need for involvement of a wider set of stakeholders in an integrated strategy, outside of National Government Departments.

Just some relevant examples include:

- The *Flood Resilient City*⁶ INTERREG IVB project which is examining flood response, avoidance and protection and flood forecasting in 8 EU urban areas including Ireland, the UK and France. This project is a follow-up to another successful project on flood management, risk awareness and preparation for extreme weather and tidal surge events called the SAFER Project. While not all project partners are in the Atlantic Ocean basin, these projects have outcomes which could be capitalised on and help inform an integrated strategy for the area.
- Similarly, “COREPOINT” (2004-2008)⁷ (Coastal Research and Policy Integration) another INTERREG initiative brought together marine sector practitioners, local authorities and research organisations in the field of Integrated Coastal Zone Management (ICZM) to enable a comparison of approaches to ICZM. Not only did this initiative help to bridge the science-management divide and share best practice but also to promote the principles contained in the EU recommendations on ICZM.
- A final example is “PISCES”, a project funded by LIFE+ programme, which will in the coming years look at methods to promote ecosystem-based approaches to the management of the Celtic Sea and involves a core group of 27 stakeholders from England, Wales, Ireland, France and Spain, representing a range of activities such as coastal recreation, ports, shipping, offshore infrastructure, aquaculture and fisheries.

The various EU funded programmes available in the Atlantic Ocean area are designed to support practical measures towards achieving EU policy priorities. To date, the full extent of the opportunities presented by these programmes have not been exploited by Irish stakeholders with a risk of Ireland becoming marginalised vis-à-vis knowledge and cutting edge developments which benefit economic competitiveness, social inclusion and environmental management.

One added-value, from a narrow national perspective (and to an extent a specific monetary aspect), is that a more strategic approach to the development of the Atlantic Ocean sea basin could assist in maximising Ireland’s involvement in EU funding programmes by (a) identifying national and transnational priorities; (b) matching the compatibility of national priorities with programme funding calls; (c) establishing reliable partners in the Atlantic Ocean sea basin; (d) targeting relevant funding streams; (e) capitalising on project outcomes and creating economic activity and efficient use of public resources. This process requires engagement from officials in government departments and state agencies but also by agencies at sub-national levels of government and actors in the public sector.

Such a strategic approach could yield a net dividend both in financial terms (higher quality bids assuring increased funding from the EU to match or multiply national resources provided) and added value qualitative terms (ability to access new learning and techniques, better targeting of issues, more evidence based policy making, efficient resource use, etc.).

4. Challenges for the Atlantic Ocean sea basin

The European Commission’s Non-Paper, ‘*The EU and the Atlantic Ocean*’, draws down a number of relevant conclusions in terms of the challenges relating to the Atlantic Ocean area.

⁶ Dublin City Council is a partner in both projects see: www.floodresiliency.eu/ and www.eu-safer.de

⁷ This project was led by University College Cork, see: <http://corepoint.ucc.ie/index.htm>

Managing these challenges, the Non-Paper suggests, requires a further realisation that the different regions and sub-basins face various and often differing challenges. AIR considers that not all regional or sub-basin challenges and matching policies need to be taken account of in all of the macro-region, rather corresponding policies within the wider macro-region which do exist will have to be coordinated.

Identifying Priorities for Ireland

In terms of identifying priorities for Ireland, the AIR considers that a regional SWOT analysis, having regard to sustainable economic development, would provide an insight into the actions and policies that Ireland would benefit from and could contribute to, to the best advantage of itself and the Atlantic Area region. To this end, the AIR recommends that an Atlantic Area Strategy should address its concerns under the following 3 pillars:

1. Sustainable Socio-Economic Development;
2. Environmental Protection (including climate change impacts); and
3. Governance.

The impact of the following priority areas on each of the 3 pillars should be considered within the SWOT analysis:

- | | |
|---------------------------------------|---|
| - Marine spatial planning and ICZM | - Transport, trade and port development |
| - Fisheries/Aquaculture | - Marine safety and surveillance |
| - Marine-based tourism and activities | - Innovations, research and development |
| - Habitat protection and conservation | - Communications and Connectivity |
| - Economic development and employment | - Renewable Energies |

These topic areas should consider both business-as-usual scenarios and most sustainable paths. For example, should transport networks focus primarily on fluidity and economic effectiveness of transport flows or should they promote a modal shift to less polluting transport modal operations?

In terms of the issues raised in the Non-Paper, the AIR would make the following observations:

Boundary delineation or geographical scope for the EU Atlantic Area region needs to be defined. (See comments also made under Section 2 – Identity of the Atlantic Area). The AIR considers that the boundary delineation is already defined in terms of the territorial extent of the marine areas of the respective countries of the Atlantic Area. The definition becomes more opaque nearer coastal zones and in terms of inshore and offshore activities and zoning. These do not necessarily adversely effect transnational cooperation but rather present an opportunity to share best practice. Nonetheless, it is critical that a clear maritime definition is made in terms of developing a clear set of Atlantic Area aims and objectives from the strategic macro-regional level down to local level. The application of policy will potentially be more generic across certain themes and/or sectors and will need to have greater levels of sea basin specificity in other sectors.

This level of flexibility is achievable however within a formalised MSP roadmap which infuses the full mix of natural sea basin areas and territorial, regional convention or sectoral zonings, for example, from Exclusive Economic Zones (EEZs) and territorial seas to shipping routing and conservation areas, and which applies maritime related legislation as and where appropriate. In other words broad EEZs can be combined for the Member States of the Atlantic Area and can appreciate and incorporate natural sea areas and other zonings/legal boundaries through the MSP process for which all zonings are mutually supportive. This is an important and beneficial component of a macro-regional strategy.

In terms of interacting in a coherent manner with a clear process and vision between Atlantic Area regions and Member States, the AIR is conscious of the need to firstly develop clear tiers of competence from the bottom up, that is, assessment of ground-level competencies and the spatial distribution of all relevant activities. AIR has, therefore, proposed structures for marine governance at sub-national levels, whereby it is assumed that a national marine

spatial plan will provide guidelines for interaction within macro-regional settings and for sustainable scenario-led planning of activities at lower level marine and coastal zones within territorial waters. Broadly, this structure encompasses a vision whereby territorial cooperation across macro-regional areas (Atlantic sub basin to Atlantic basin) will be achieved through the integration of maritime policy including MSP into the mainstream of regional policy in Ireland.

AIR, furthermore, contends that the geographical scope for action within the Atlantic Ocean area requires a pragmatic and flexible approach and will depend on the subject matter. The sea-basin approach is naturally suitable to environmental policy and marine areas. Nonetheless, depending on the subject matter and where actions are being applied, zones of functional maritime cooperation will need to be delineated according to intra-state regionalisation where responsibilities are devolved. This is especially pertinent with regard to the Integrated Coastal Zone Management (ICZM) process. There must be a degree of alignment with territorial administration to ensure consistency of planning and efficiency of resource use. This furthermore points up the importance of the role of sub-national authorities (*see also comments made in Section 5 – Implementation and Governance*).

AIR agrees that there is significant **scope for more clustering, synergies and economies of scale to maximise smarter economic growth and create employment.** (*see also comments under Section 3 – Added-Value (on co-operation and capitalisation of project outcomes)*). As outlined by the CPMR's Atlantic Arc Commission's *Proposed Guidelines for an Integrated Strategy for the Atlantic Arc*: marine energies must overcome, in certain instances, delays in developing offshore wind power and along with wave and other marine-based renewable potential move swiftly to stave off the threat of international competition. Concurrently, regions must unilaterally develop coordinated and complementary coastal area management systems and processes and must cooperate and pool in terms of research, innovation and training to develop global centres of excellence in terms of marine research to overcome remoteness of research centres and insufficient critical mass. There is scope to encourage involvement of businesses, including SME's, and improve and expand existing and future cooperation and to encourage new sustainable practices in aquaculture and create synergies with the Common Fisheries Policy – in this regard there is need for the development of a regionally-customised but uniform fisheries management approach which respects local and sectoral interests within a broader Atlantic Area macro-regional consensus.

On **good environmental status**, the AIR contends, that coordination of activities including monitoring programmes and programmes of measures to achieve good environmental status as outlined in the MSFD can help prevent the occurrence of environmental pollution and bring about a sustainable spatially aware use of resources and coordination of activities. To this effect, projects such as ARCOPOL - *Atlantic Regions' Coastal Pollution Response*⁸ providing web resources for contingency planning will need to be populated with rationalised data sets across the Atlantic and similarly can provide a valuable resource to the entire set of regions of the Atlantic Area.

Climate change in terms of adaptation and observation and monitoring is another major issue. Increased storm events, drought, rising sea levels and other climate change induced impacts have and will continue to alter how we individually and collectively look to the use of marine resources and the marine environment. In this regard the further development of IMP and enhanced cooperation is a must.

Connectivity is a major driver for an Atlantic Area strategy, facilitating the key drivers of sustainability, competitiveness, enterprise-development and economic growth and jobs, and is a whole Atlantic basin issue. Optimum efficiency of transport, energy and broadband and cable connectivity will drive a competitive region and sub regions. Connectivity as the band

⁸ See: <http://www.arcopol.eu/>

which ties the Atlantic Area together will form an integral part of wider and integrated Atlantic Area marine spatial planning.

The **human dimension** impacts at all levels and across all sectoral components whether the impact is cultural, economic, or environmental. Improved linkages between sectors are required and will be delivered in part through the adoption of an ecosystem based approach to planning. The sustainable exploitation of maritime heritage and tourism will require cultural integration and increased communication so that the Atlantic Area can brand and market a global package for the basin.

The **overseas and external dimension** is significant and can be described as any number of factors including historical allegiances and cooperation; traditional and existing transport routes; the global affects of climate change and its impact on food energy, maritime integrity and safety, coastal populations; the transnational affects of pollution and environmental degradation, and much more. Globalisation offers opportunities well beyond Europe's borders and a coordinated and coherent Atlantic macro-regional policy and strategy will allow all constituent regions to fully take advantage of existing opportunities and new opportunities as they arise. However, the traditional and diverse external relations that the five Atlantic Member States have, with Canada, the USA, South America, Africa and beyond, as well as with Iceland and Norway, may be difficult to adequately address in an integrated strategy. A pragmatic approach and one focused on tangible deliverables should dictate the level of ambition in terms of drawing-in external partners.

5. Implementation and Governance Issues

AIR considers that cooperation across sectoral, environmental, economic and other trans-Atlantic boundaries will be enhanced by building a coherent implementation structure within the territories of the Atlantic Area.

As pointed out by the CPMR in its technical paper: *What opportunities do territorial cooperation and the Macro-Regional Strategies Represent for Cohesion Policy After 2013?*⁹ intervention of various tiers of competence are required in order to make the most of territorial cooperation. The Strategy for the Baltic Sea has shown a low level of involvement from territories. This is partly because of a limited role given to sub-national authorities in intergovernmental arrangements¹⁰. While Member States will continue to determine the scope of macro-regional policies, in order for these policies to become actions, regional and local authorities and other bodies must become the action arms of the Member States for effective and coordinated sub-basin and Atlantic Area basin implementation. This could move towards a contracts-based approach as the strategy evolves.

The AIR proposes that in developing an integrated strategy for the Atlantic Ocean sea basin a number of essential conditions need to be fulfilled. The strategy must be realistic but **Ambitious** in approach. The process must ensure proper **Consultation** of all relevant stakeholders and their active **Participation** in the formulation and implementation of the strategy, which in turn will engender **Ownership** and responsibility for delivery and follow-through. Finally, while the strategy must not lead to new layers of bureaucracy there will be a need for a **Co-ordination** mechanism across the Atlantic Ocean area, to monitor implementation and assess progress. Fulfilling these key requirements obliges the 5 Member States to take the initiative, with the European Commission playing an active and supporting role.

⁹ See: <http://www.crpm.org/en/index.php?act=4,2,3,3>

¹⁰ It should be furthermore noted that the low level of involvement from territories in the Baltic Sea Strategy is also due to the lack of coordination between the 2007-2013 Operational Programming period and the Baltic Sea Strategy which came into effect two years after the OP and their management structures had already been in existence

AIR considers that the involvement of stakeholders at the sub-national level will provide an important mechanism to the implementation of an integrated strategy for the Atlantic Area. For example, integrated coastal zone management (ICZM) undertaken at local level and coordinated at regional level in tandem with regional and/or local land use planning would ensure local political and sectoral involvement and buy-in to the sustainable management of coastal areas. The natural progression of this would be the development and implementation of marine spatial planning, overseen by relevant Government departments with plans being developed and coordinated at regional level. Further, a wide range of interests at sub-regional/national levels would be consulted. This particular structure or a variation of such across the regions of the Atlantic Area basin would provide a joined-up platform and foundation for broader macro-regional cooperation at sub-basin and Atlantic basin scales.

This approach will progress regional co-ordination and participation within (a) Ireland, (b) our neighbouring regions of the UK and (c) within the wider Atlantic Area, and would ensure regional and transnational political and sectoral involvement. This process will also provide the mechanism for implementing any national marine planning policy and would help to deliver the Marine Strategy Framework Directive in Ireland and transnationally, using a top-down informed bottom-up approach (see Appendix II).

It is undoubtedly important that flagship projects are identified which can form the basis for wider Atlantic Area actions. These can result in well-informed communications and guidance documents on addressing the challenges for all Atlantic sub-basins and the Atlantic Ocean basin as a whole. It is important that regions are ready to participate and that partnerships are formed and strengthened in order to redirect and maximise draw-down of funding from various EU Programmes and other funding streams, for tangible actions and strategic and innovative outcomes. Actions should contribute to the Europe 2020 Strategy and to the preparation of EU policies after 2013. This would allow the maximum benefit to be acquired from any financial allocations that would be available (for strategic projects) through future operational programmes.

6. Conclusion – Content of the Communication

The Association of Irish Regions supports the on-going efforts of the European Commission and expects that the Communication in 2011 will:

- Distil the Strategic Challenges and Opportunities for the Atlantic Ocean area;
- Establish Strategic Guidelines and Priority Actions, including some flagship initiatives;
- Identify Implementation Instruments, with indicators for measuring progress;
- Suggest Governance Arrangements and Coordination Mechanisms.

The AIR considers that the Communication should trigger an enhanced dialogue across the Atlantic Area. Member States should be encouraged to initiate national debates on an integrated strategy.

The AIR is willing to work with other stakeholders (at national and transnational level) in advancing an integrated strategy and considers that this is an important opportunity to adopt a strategic and coherent approach to the development of this important EU macro-region, especially as it coincides with the discussions on the future European policies post 2013.

APPENDIX I

The current Atlantic Area Transnational Territorial Cooperation programme 2007-2013 (Ireland is also part of the North West Europe area and the Northern Periphery area transnational programmes).

The CPMR's terrestrial delineation for the Atlantic Arc boundary is largely consistent with this map. However, it includes, in addition, the West Midlands in the United Kingdom and the Limousin region in France.



APPENDIX II

Recommended Governance Model:

In order to participate effectively within a future Atlantic Arc macro-region, AIR suggests a multi-level governance approach in the Irish context. The following diagram provides the visual explanation for the mechanisms set out in the text.

