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**EIXO ATLÂNTICO**  
DO NOROESTE PENINSULAR

Fundo Europeu de Desenvolvimento Regional  
Fundo Europeu de Desenvolvimento Regional





**EIXO ATLÂNTICO**  
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# INTRODUCTION

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The *Eixo Atlântico do Noroeste Peninsular* configures the urban system of the Euro-region Galicia North of Portugal, created the 28th of September 1992, through a treaty in Viana do Castelo, under the presidency of Dr. Mario Soares as Prime Minister of Portugal, three decades later is the only organized crossborder urban system in the entire European Union.







In the early 1990s Europe had an exceptional group of leaders: Felipe González, François Mitterrand, Helmut Kohl, and Mário Soares, to name but a few. Among these, one stood out as the bearer of European ideals: Jacques Delors. All of these heads of state were convinced pro-Europeans. Even the most Eurosceptic among them, Margaret Thatcher, would never have dreamed of holding a referendum on Britain's exit from the Union. Those were other times. It was in this context that Delors, then President of the European Commission, launched a series of strategic measures with the aim of constructing a strong, mutually supporting Europe in which growth would be based on social rights, respect for the Environment, and innovation. It is the era of the famous mantra, "growth, competitiveness, and employment," and also the "Europe 2000" document, which contained a proposal for a new disposition of Europe which for the first time included the Euroregions as territorial units.

By happy coincidence, Fernando Gomes, who would later become the Mayor of Porto, the idea of a cross-border association of cities in Galicia and the North of Portugal, an association that would with time become the urban vertebra of the nascent Euro-region. And so, on the 28th of September 1992, the constitutive treaty of the region was signed in Viana de Castelo with the patronage of the then President of the Republic of Portugal, Mário Soares.



Dr. Mario Soares, President of the Republic of Portugal during the constitution of the *Eixo Atlântico*. Viana do Castelo, 1992.



General Assembly at Porto City Hall on the occasion of the proclamation of Porto as a World Heritage Site. 1997.



It was here that two figures, alongside Mário Soares, made a major contribution to the development of the project: Luís Braga de Cruz, the at that time President of the CCDR-N (North Regional Coordination and Development Commission) and Manuel Fraga Irabarne, the President of the *Xunta de Galicia* or regional government of Galicia. Both these men signed and generous support to a project which they understood and in which they believed.

The new Mayor of Vigo, Manuel Pérez, as President of the *Eixo Atlántico*, and Fernando Gomez Mayor of Porto as Vice-President, provoked the first crisis in the organization by announcing his intention to abandon the entity.

Paradoxically, Pérez was to become the only re-elected President in the 25 years of the *Eixo Atlántico*, and would, with Fernando Gomes, come to be seen as the great driving force behind the organization.

The guiding threads that determined the future of the *Eixo Atlántico* were drawn. These included the strategy of involving citizens with the *Eixo* through sporting and cultural activities, with a special emphasis on youth participation; opening the *Eixo* to social debate, converting it into a think tank concentrating on questions relating to local and regional development

and cross-border cooperation, but also attempting to become a lobbying force in Europe, involving itself in the configuration of co-operative policies at a time in which Jacques Delors was leading the construction of a participative and exciting European project.

It was in this context that the *Eixo Atlántico* Games were born. The Games, which in 2019 attracted 1800 participants, are unique in Europe. Alongside the Games, the *Eixo* set up a Painting Biennale and a Narrative Literature Prize. It is around this time, too, that meetings between Mayors of the *Eixo* become standard, and that Delegate Commissions were formed, which included councillors from all the associated local governments. The first Strategic Study of the *Eixo Atlántico* was realized by António Figueredo, of the University of Porto. This study would be debated in the first congress of the *Eixo Atlántico*, held in Vigo in 1996, and which enjoyed the participation of more than 400 social, political, economic, and academic figures from the Euro-region. For the first time in Europe, a Euro-region would have a strategic plan for the following decade, a plan that was designed with the aid of rigorous analysis and subject to societal debate, in a clear example of what the European Commission would later describe as "governance."



First Congress of the *Eixo Atlántico*. Vigo, 1996 .



Mayors of Vigo and Porto, President and Vice-President of the *Eixo Atlântico*, Manuel Pérez and Fernando Gomes with President of the European Parliament. Brussels, 1998.



Presentation of the *Eixo Atlântico* in Brussels, with the General Director of Regional Policy Eneko Landáburu. 1998.



The congress brought to Vigo leaders from all parts of the Euro-region, and was inaugurated by the then Minister and current President of the Spanish Government, Mariano Rajoy. The closing ceremony was presided over by the President of the *Xunta de Galicia*, Manuel Fraga. It is in this congress that the medals of the *Eixo Atlántico* were first created and awarded. The medals recognize those persons or institutions that contribute to cooperation within, and construction of, the Euro-region.

In the development of the Strategic Study an important number of studies and publications emerged, a tendency that would continue into the future, with the *Eixo Atlántico* becoming one of the European, and

probably Global, leaders in terms of the production of studies, reports, and publications with regard to cross-border cooperation. As of today, the *Eixo* has published more than 150 publications.

It is also in this period when the *Eixo* backed the successful candidatures of both the city of Guimarães and the Wall of Lugo for the status of World Heritage Sites, with the argument that what benefits one will benefit all of the members of the Euro-region. Political ceremonies supporting both candidatures were held in Guimarães and in Lugo. Some years later this support would be extended to the candidatures of the Tower of Hercules in Coruña, the Bom Jesus in Braga, and the Ribeira Sacra in Lugo.



Fernando Gomes, President of the *Eixo Atlántico* with the President of the Spanish Government. Madrid, 1994.



Fernando Gomes, President of the *Eixo Atlántico* with the Prime Minister of Portugal, Cavaco Silva. Lisboa, 1994.

In this period, finally, and thanks to the political negotiations of Fernando Gomes with the government of António Guterres, a government he would become part of one year later, the A3 highway was completed. The completion of the highway, connecting Lisbon and A Coruña for the first time, was the first major political success of the *Eixo Atlántico*, and the first major reference for territorial cohesion in the Euro-region.

Later more connections would be made in the Euro-region, specifically that between Chaves and Verín, which links Ourense to Lisbon. Later years would deepen the dialogue between the governmental authorities of both countries, framed in terms of the issue that will forever be connected to the *Eixo Atlántico*: the campaign to modernize the rail connections between Lisbon and Coruña.

It is a time in which high-speed trains are seen as the only possible solution in terms of a rail connection lin-

king Galician and Portugal. The Portuguese government developed in these years the so-called "lying T" model, which would consist of a vertical *Eixo* linking Lisbon and Vigo (which could be enlarged with the arrival of the Spanish AVE, which was originally conceived as having an L shape, reaching Vigo along the Miño and then ascending until Ferrol) and a transversal line connecting Oporto and Salamanca, with connections from there to Madrid, Barcelona, and France, depending on the future development of the Spanish high-speed network.

This international connection, which at that time was called the Porto-Vigo connection, was conceived as an AVE/ TGV rail link between Braga and Vigo.



While there has been no progress on the Spanish side, despite the many promises contained in the "*Plan Galicia*" with which the government attempted to compensate for the errors that caused the Prestige oil tanker disaster, the Portuguese government has advanced in accord with the agreement reached between the executive committee of the *Eixo Atlántico* with Prime Minister Guterres in Braga.

This was the beginning of the rail strategy of the *Eixo Atlántico*, which has been in the pipeline for more than 20 years. But the train system cannot be understood without a global vision of the infrastructure of the region, document which involves all the necessities of the Euro-region for its development, project mapping out the infrastructure of Galicia and the North of Portugal, while, for the first time in Europe, relying on the participation of all the city Mayors in the cross-border region. It is a document that, defending the interests

of all, defends the interest of each. Here, petty localisms seem assigned to the dustbin of history, from which, unfortunately, they were to arise some years later.

The map of the infrastructures of the *Eixo Atlántico* was to move from the offices of the national governments to that of Commissioner Barnier, in the European Commission, to the presidency of the *Xunta de Galicia* to the CCDRN, becoming a major source document for infrastructural planning for all the governments concerned. But it also became a reference document in terms of governance and regional solidarity for the Mayors of the cities of the *Eixo Atlántico*.

This period is characterized by a strong growth in research on development within the Euro-region, and planning with regard to the efficient disposal of European funds from 2000-2007. This is the context for



Meeting of the Executive Committee of the *Eixo Atlántico* with António Guterres, First Minister of Portugal. Braga, 2001.

the elaboration of the second set of strategic studies, which develop a plan of action of fundamental importance for the city councils: the first strategic agenda of the *Eixo Atlántico*, subtitled "7 ideas for 7 decisive years." The study was directed by Luis Domínguez, a professor at the University of Vigo, and counted on the expertise of an extraordinary think tank, composed of some of the most respected political figures of the Euro-region: Fernando González Laxe, ex President of the *Xunta de Galicia*, along with Arlindo Cun-

ha, Luís Braga da Cruz, and Luís Valente de Oliveira, all ex-Ministers of various Portuguese governments.

The document was debated at the *Eixo Atlántico* congress of Ourense in 2005, which was attended by more than 500 social, political, academic, and cultural leaders.



Manuel Cabezas, President of the *Eixo Atlántico* and Rui Rio, Vice-President, with the Commissioner of the European Commission, Michael Barnier. Bruselas, 2002.



Manuel Cabezas, President of the *Eixo Atlántico* and Xoan Vázquez Mao, General Secretary with the Vice-President of the European Commission, Loyola del Palacio. Bruselas, 2001.



Samuelle Furfari, European energy Expert at the "RETALER" Energy Seminar. Viana do Castelo, 2010.



Veronica Gaffey, Commissioner of the Commissioner of the DG Regio of the European Commission in her visit to the Police and Customs Cooperation Centre Spain-Portugal, in Tuy/Valença do Minho for the evaluation of the impact of Cooperation in the territory, organized by the Eixo Atlântico. Tuy, 2015.



General Assembly 2015, A Coruña.



General Assembly 2018, Maia.



Another element of great importance in the Euro-region is the joint elaboration, as a network, of the Agenda 21 by the local councils of the *Eixo* in collaboration with the CCDR-N and the *Xunta de Galicia*.

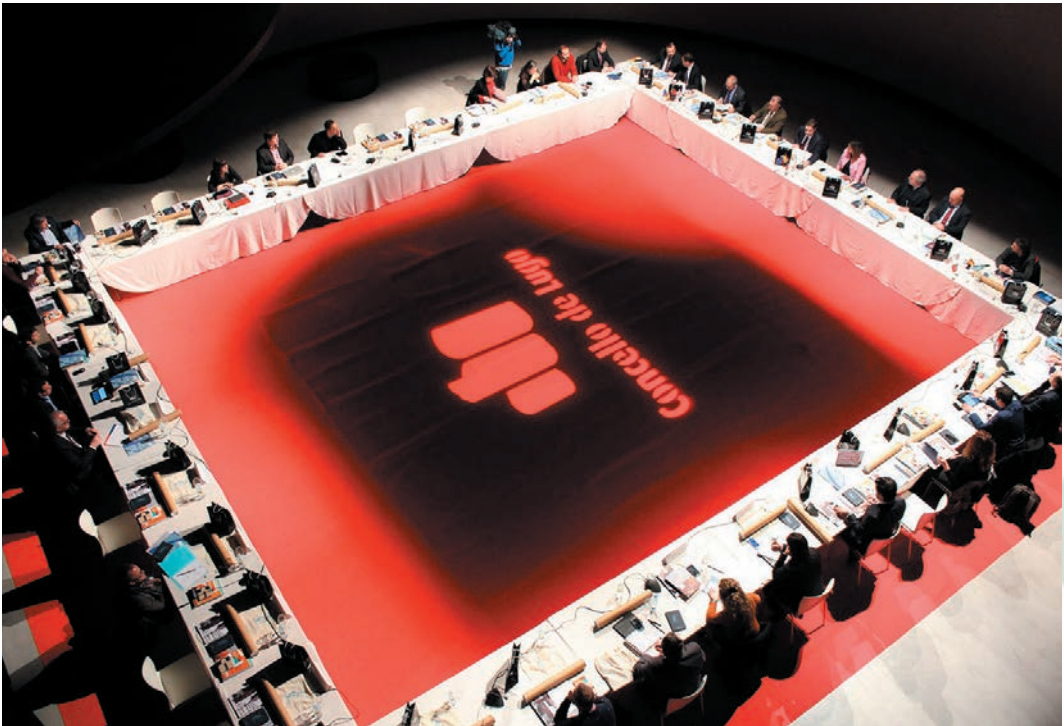
This is a long, complicated process, but one which is very innovative, and which changes the understanding of environmental concerns in the associated cities, introducing the concept of sustainability as part of a wide-ranging strategic vision. It is innovative, first of all, because for the first time in Europe, the elaboration and implementation of Agenda 21 is carried out by a network of cross-border partnerships. It is also innovative because it is a move away from the more media based strategies of a model more applicable to urban planning, strategic planning, and the development of key instruments such as plans for sustainable mobility. From this process was born the Agency for Urban Ecology of the *Eixo Atlántico*, which continues to develop free environmental consultation services for associated city councils.

The constant political changes in both Spain and Portugal in these years means that the *Eixo* has to cons-

tantly defend the idea of a cross-border rail connection.

These are years of global change. The 11th of September attacks on the Twin Towers and the Pentagon in 2001, and the subsequent wars in Iraq and Afghanistan, fundamental change of the world and its geopolitics. While the introduction of the Euro reinforces the political concept of Europe, the terrorist atrocities in Madrid in 2004 announce a new wave of indiscriminate attacks on the civil population that will radically alter the internal security norms of Europe, putting at risk the advances in the free movement of people gained through the Schengen agreements.

Another serious difficulty is brewing during these years. While the *Eixo Atlántico* prepares its cities for a better future, encouraging innovation, culture, sustainability and research, as elements of an integrated and mutually supportive local and urban development, the seeds of a financial crisis, whose origins can be traced to the policies of financial deregulation of the Reagan years, and which had been developing underground for at least 25 years, flower in the form of the most profound global economic crisis to hit the world since



General Assembly 2017, Lugo.



the crash of 1929. Spain and Portugal are two of the countries most affected by the crash, and are obliged to take drastic measures, radically cutting their public spending budgets.

The first victim of war is truth. The first victims of the crisis was the social policy of the city councils. With little time to respond to this situation, the *Eixo Atlántico* has to reorientate its strategy, adapt itself to what was effectively a war economy, and try to find a way out of the crisis, both at the level of cities and at the level of the Euro-region. It needed to create firewalls, mechanisms by which the cities could prevent the recurrence of the situation in which they have been placed.

The magic formula was cooperation, network building and the mantra: together we are stronger.

The positive aspect of this situation is that the crisis allowed us to see the structural solidity of the *Eixo*, which, in the midst of the storm that destroyed the majority of existing strategic plans, not only survived, but adapted to the new situation, growing in members. It did all this without having to renounce the fundamental elements that make up its institutional DNA: social, cultural, sporting, and research policies carried out at a regional level.

Perhaps the footballing analogy best defines this phase. The *Eixo Atlántico* survived the crisis, but the crisis allowed for a period of reflection, a chance to learn from errors committed and to reinvent itself in the context of a Europe very different to the one in which it was founded. To explain this situation we might turn to the graffiti that the great Uruguayan poet Mário Benedetti reported having encountered in Bogotá: "Now that we know the answers the questions have changed."

The first tactical strategy of the *Eixo* was to encourage enlargement. Many cities have developed since the crisis and have become members of the urban network. The fiercer the storm the more boats seek safe haven. So, the emerging cities of the *Eixo* look to the organization for protection in the context of generalized economic crisis. The enlargement of the *Eixo* means that there are now 38 associate cities, a duplication of members in the last 15 years. The project is becoming more solid and viable. But after the crisis it is also necessary to take on different conceptual perspectives.



General Assembly 2019, O Barco de Valdeorras.



President of *Eixo Atlántico*, Xosé Antonio Sánchez Bugallo, with the EU commissioner Johannes Hans. Bruseels, 2010.

Now we can no longer talk about infrastructures; it is more accurate to speak of transport, and in the *Eixo Atlántico* maritime policy. In the same way, we can not now discuss tourism without speaking about sustainability, and cultural and environmental conservation, we can not discuss progress without employment, and there is not employment without competitiveness, nor competitiveness and growth without research and development and innovation.

These are the parameters of discussion post-crisis, and it was within these parameters that the *Eixo Atlántico* began to build progress as soon as the depth and consequences of the crisis were understood. It is possible to escape from the crisis, but only if you are the strongest.

The urban network of the *Eixo Atlántico* had the conditions and the will to be the strongest.

In the context of the strengthening of the *Eixo* through enlargement the organization undertook a triple strategy: On the one hand an interior strengthening based on some concrete ideas:

1. Rail connections both of passengers and stock;

2. The development of the Portuguese *Camino de Santiago*.

3. The encouragement of the basic building blocks of our collective DNA, the basis of cooperation and economic development: culture, sport, education, and training continue to take up 50% of the *Eixo* funds.

4. The improvement of the conditions of life of border communities with the development of common health resources, or the coordination of existing ones in order to avoid their closure due to a lack of resources and a decrease in population. The establishment of an interurban cross-border transport system, and the creation of joint security structures. In order to develop these policies the experimental Eurocity Chaves-Verín was created, which became an exemplar of cross-border cooperation throughout Europe, winning the REGIO AWARDS prize in 2015.

It is also in this context that the *Eixo Atlántico* promoted a campaign at European level, in collaboration with the Spanish and Portuguese European consumer protection agencies, OCU and DECO, which would involve more than ten countries in its first phase, and which collected 117,000 signatures in one month in

the platform Change.org in support of European Parliament and European Commission's efforts to remove mobile roaming charges, a position that the European Council, more concerned with the profits of the mobile operators than with the welfare of citizens, opposed.

The campaign ended with the passing of an agreement that put a date to the end of roaming charges within Europe, June 2017, in this way achieving a historic victory of Europe-wide importance.

In order to achieve all these aims, the second aspect of the wider strategy was vital: the creation and organization of European networks. This project began with the essential organization of the Spanish-Portuguese border, along which there existed many entities, but all working in a completely disorganized manner.



Poster of the European campaign "Zero Roaming " promoted by the Eixo Atlántico in collaboration with leading consumer associations in Europe.



First joint radio program between a Galician and a Portuguese station. (Ser de Vigo y Rádio Clube do Minho, de Braga). Guimarães, 2009.



In 2009 the *Eixo Atlántico* convened in Guimarães the first conference of the Iberian border, which attracted more than 200 people involved in the organizations of the border territories, many of which were not even aware of the other's existence. The event was presided over joint by a Portuguese Minister, Nunes Co-reia, and a Spanish Minister, Elena Salgado.

The result of this conference was RIET, an Iberian network of cross-border entities, which a decade later continues to represent the interests of the border communities in the tripartite division of its sectors: city networks, universities, and business organizations.

Once RIET was formed, it was possible to advance in the creation of European structures that allowed for the cooperative networks to speak with one voice in Brussels and defend the interests of the cities and the citizens who live in the border territories. Transport, regional policy, and above all, the domestic market, were the primary areas for debate in Brussels. In 2010, in Santiago de Compostela, the Conference of European Cross-Border and Interregional City Networks was formed. Its first President, the Mayor of Santiago de Compostela and President of the *Eixo Atlántico*, Xose Antonio Sanchez Bugallo, began an intense round of contacts in Brussels in order to position the lobby at the forefront of discussions on the new communitarian funds, an aim that achieved its goals given that the funds for cooperation were some of the few

that were not cut from the communitarian budget.

The European lobby experiences a new impulse that is made manifest in the convening of the first European congress on borders that took place in A Coruña in 2012, and which was inaugurated by the then President of the European Commission, Durão Barroso.

The presidency of the Conference of the *Eixo Atlántico* Cities, first held by Xosé Antonio Sánchez Bugallo, then by Carlos Negreira, and more recently by José Maria Costa, or the presidency of the Portuguese delegation of the Committee of the Regions, which Costa also holds, have marked a decade of leadership by *Eixo Atlántico* representatives in Europe, a phenomenon that had not previously occurred and that has allowed for a privileged line of communication with European institutions, but also reflects the strategic successes of the *Eixo Atlántico*.

The third aspect of the strategy of the *Eixo Atlántico* is the fomenting of shared media resources and platforms. In 2006 the *Eixo Atlántico* promoted, with the collaboration of the Caixanova Foundation, the production of a documentary on the Euro-region, which was directed by Manuel Campo Vidal, the President of the Spanish Television Academy. The series constitutes not only a historical document of great importance, but also an authentic visual encyclopaedia of the Euro-region.



Act of the *Eixo Atlántico* in Brussels with the President of the European Commission, Durão Barroso and leaders of the Governments of Portugal and Galicia 2009.



The Portuguese Secretary of State Paulo Campos with leaders of the *Eixo Atlántico* and the *Xunta de Galicia* for the conflict of the SCUT. Viana do Castelo, 2011.



Both RTP and TVG, the Portuguese and Galician national television stations, broadcast the documentary series, and it has been shown at both national and international stations, inspiring particular interest in South America. But it is above all a strange anomaly that leads to reflection on this necessity. In 2009, the second government of José Sócrates, immersed in a crisis that was, as in Spain with Jose Luis Rodríguez Zapatero government, unavowed, was obliged to place tolls on the so-called SCUT highways (highways that until then had been free for drivers).

BBC interview with the General Secretary of the *Eixo Atlántico* for tolls in the SCUT. Porto, 2012.



The Kings of Spain and the President of the Republic of Portugal during the closing of the General Assembly of the Eixo Atlántico.



Family photo of the Mayors of the Eixo Atlántico with the Kings of Spain, the President of the Republic of Portugal, the President of the Xunta de Galicia and members of the Governments of Spain and Portugal. A Coruña, 2015.

# EIXO ATLÁNTICO DO NOROESTE PENINSULAR

Clausura da XXIII Asemblea  
amento da XXIII Assemblea





The President of the *Xunta de Galicia*, Alberto Núñez Feijoo and the General Secretary of the *Eixo Atlántico*, Xoan V. Mao, with the President of the European Commission, Durão Barroso. Brussels, 2009.

The system of payment designed by the then Secretary for Public Works, Paulo Campos, was so complex and badly thought out that it provoked the flight of Spanish tourists, not because they now had to pay tolls, but because the new system made it impossible for them to do so. The impact on the North of Portugal, the first territory in which the new measures were levied, was brutal: a fall of 40% in the services sector in the first year of the imposition of the tolls. The *Eixo Atlántico*, spurred on by the Mayor of Viano de Castelo, who headed the opposition to the scheme, led the charge of organizations in the opposition movement, which included business organizations, the *Xunta de Galicia*, and even the CCDR-N, within the limits imposed by its dependence on the government that had dreamed up the plan. Two years later the Portuguese

government accepted the proposal of the *Eixo Atlántico* to apply the European directive on the interoperability of toll systems, which no European country had applied in the decade since the drawing up of the directive. This was verified at the *Cumbre Ibérica*, the annual bilateral meeting between Spain and Portuguese heads of state, solving the problems in the relevant highways and making the North of Portugal and Galicia the first European territories to implant the aforementioned interoperability.



Intervention of some responsables for the Eixo Atlántico in European fóruns.



The President, Vice-President and General Secretary of the *Eixo Atlántico*, Ricardo Rio, Alfredo García and Xoan Vázquez Mao, respectively, received in Lisbon by the President of the Republic, Marcelo Revelo de Sousa. 2016.

This battle would never have been won without the close involvement of the communication media. If a country cannot develop without free media, so a Euro-region cannot develop unless there are mechanisms that grant free access to information, beyond boundaries. In light of this, a communication strategy, designed to normalize information throughout the Euro-region, was developed, working on what had already been achieved in the creation of links between Vigo and Porto. So began a process of training and informing journalists within the region, a process that involved the collaboration of the European Commission and the European Parliament. At the same time, the first cross-border radio and television programs, starting with the collaboration of Localia Vigo/Radio Vigo and Minho TV, and at the moment with TeleVigo, Radio Vigo and Antena Minho from Braga, as a result of the experiment at the Guimaraes conference to which we referred to earlier.

The tourist guides of the Euro-region, edited by the *Eixo Atlántico*, are part of a campaign to publicize the region that has involved the distribution of 45,000 of the guides on one day, an event that was made possible with the collaboration of media companies. And so we come to the 25th anniversary of the *Eixo Atlántico*, with a ceremony that represents a watershed in

the development of the organization, but also in the whole concept of cooperation: 2015, 25 years since the beginning of cooperation in Europe with the founding of the first Interreg program, the heads of state of the two countries, King Felipe II and President Cavaco Silva, preside together over the General Assembly of the *Eixo Atlántico*, in A Coruña, and hand over the Gold Medals of the organization. For the first time in the history of European borders, two heads of state of two different countries preside together over a cooperation ceremony.

In 2017 the collaboration with its members and the wider society of the Euro-region, a new strategic document with policies to help strengthen local development, ensure democratic process through transparent governance, and build up civil society and its institutions, the local councils, in order to prevent the reoccurrence of situations such as that which we have undergone in the last six years. The Urban Agenda of the *Eixo Atlántico* is the first in Europe.

The first European cross-border urban agenda, an urban agenda that has continued its development through documents such as the Sustainable Urban Mobility Plan drawn up in 2019, the Urban Sustainability Plan or the Cohesion Map drawn up in 2020, or the transfer of the Urban Agenda to countries outside the European Union in the context of an internationalisation process discussed in other chapters of this publication.

But nothing will ever be the same again after the pandemic that broke out at the beginning of 2020 and conditioned us during this year and 2021. An unforeseen situation that affects cities and their structures, but to which we have shown that we are in a position to respond to the best of our ability, precisely because we have embarked on the process of drawing up the urban agenda. And so, in 2020, once the domiciliary confinement was over, Eixo Atlántico launches a

pioneering initiative: the Pontevedra Conference of Mayors, which brings together in a physical context of maximum security, the mayors of the cities of Eixo Atlántico, together with a group of high-level experts, in a conference to analyse the strategies and measures to be developed not only to overcome the crisis caused by the pandemic but also to build resilient cities in the face of future crises. Thus, we come to the year 2022 in which Eixo Atlántico celebrates 30 years as an organised cross-border urban system, the only one existing as such in the European Union; a commemoration that also marks a turning point in the transformation of Eixo Atlántico strategy that assumes a new role under the development of the urban agenda: the transition from the old model of cooperation to the new concept of joint local development.



Speech of the General Secretary of the Eixo Atlántico at the Interreg International Seminar. Atlantic space. Poitiers (France), 2004.



The Prime Minister of Portugal, António Costa in Braga presiding the commemorated congress of the celebration of 25 years of the Eixo Atlântico. 2017.



Pontevedra mayors' conference, 2020

## LANDMARK OF REFERENCE

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As a Lobby, the *Eixo Atlantico* has become the voice of the Euro-region and the reference institution in the defence of its common interests. This has been clearly visualized in conflicts such as those generated by tolls in Portugal, due to the attempted disappearance of the railway connection between Porto and Vigo, or simply in defence of freight rail networks, in infrastructure, in public investments or in European policies and the fore their funding.





## NETWORKS

In 2009, the *Eixo Atlántico* convened the first conference of the Spanish-Portuguese border, which was celebrated in Guimarães. For the first time the existing organizations and the entities that were attempting to become part of a joint association, meet face to face, get to know each other, and exchange ideas. In this same year the Iberian Network of Cross-border Entities was created, a network made up of local council associations, Eurocities, university networks, and business entities from all along the Spanish-Portuguese border.

In a European context, the *Eixo Atlántico* encouraged the creation of EUROMOT, and later, CECICN, networks of crossborder collaborating entities. But at a European level there are still important obstacles to be overcome, especially those derived from very distinct administrative and cultural models. None of the projects takes off, despite the fact that the CECICN celebrated the first European congress on borders in A Coruña in 2012, and edited a publication based on the contributions of the participants, who came from many different border regions throughout Europe.

Currently the C4C network is a South European platform (Conference of the Atlantic Arc cities, Adriatic and Ionian Forum, Iberian Network and Mediterranean Cities Med Cities) which develops joint projects and defends the interests of the southern European borders in the face of European Commission.



RIET:



RIET area of influence.



Press conference of the Spanish Minister, Elena Salgado and the Portuguese minister Nunes Correia at the congress on "2nd generation cooperation" . Guimarães, 2009.



Constitution of the Iberian Network of Cross-Border Entities, RIET. Cáceres, 2009.



■ GENERAL ASSEMBLIES OF RIET



Fundão, 2018.



Cáceres, 2019.



The Secretary of State for Territorial Policy and cooperation, José Ignacio Sánchez Amor, in the General Assembly of RIET. Cáceres, 2019.



General Secretary of the *Eixo Atlântico* and President of Twins Cities with the former Prime Minister of France, Pierre Mauroy , at the signing of the Euromot Agreement . Lille (France), 2008.

■ CONSTITUTION OF CECICN. IN SANTIAGO DE COMPOSTELA 2010.



■ PRESENTATION OF CECICN. BRUSSELS 2010.



Mercedes Bresso, President of the Committee of the Regions with the President of the Eixo Atlántico, Xosé Antonio Sánchez Bugallo. Bruselas, 2010.



## EUROPEAN NETWORKS



FIRST EUROPEAN BORDER CONGRESS, A CORUÑA, 2012



■ CURRENT C4C NETWORK OF COOPERATION ENTITIES IN SOUTHERN EUROPE

# C4C





C4C News



Meeting with the European Commissioner for Regional Policy, Corina Cretu. Bruselas, 2018.



## INFRASTRUCTURE

### ROAD

The culmination of the Porto-Vigo highway was not only the first achievement of the *Eixo Atlántico*, but also the first large milestone in the development of the Euro-region and its first shared major public work. Galicia had finished the highway as far as Tui, and was in the process of finishing the tolled portion of the road as far as Porriño. To get here from the North of Galicia it was necessary to cross Vigo. On the other side, the Portuguese highway terminated in Parede de Coura, some 20 kilometres from the frontier, but in the middle of a mountain, which meant that it was of little operative use. In a timed move, Fernando Comes used the upcoming European Football Championships.

In 1998, the Presidents António Guterres and Jose María Aznar inaugurated the connecting roads in Valença. The Vigo bypass, which allows for highway driving from Ferrol to Lisbon, would have to wait until 2005. But it was already possible, to drive by highway from Vigo to Porto.



António Guterres and José María Aznar, Presidents of Portugal and Spain, at the inauguration of the Vigo-Porto Highway. Valença do Minho , 1998.



Meeting in Bragança of the President of the local government of Bragança and the General Secretary of the *Eixo Atlântico* with the Minister of Development of Castilla León and with the President of Infrastructure of Portugal (IP) to unlock the improvement of the road between Bragança and Puebla de Sanabri . 2019.



## TRAIN. VIGO-PORTO

There are two clearly differentiated moments in the rail project: a first, in which a high-speed line would link Braga with the border, the environmental impact of which was studied in Portugal. In Spain, no rail links developed from Vigo towards Portugal, although the different governments do make some progress in the Galician *Eixo Atlântico*, linking A Coruña with Vigo, and linking both of these with Madrid through Santiago and Ourense in a high speed railway. This line is still incomplete after 25 years, although the Galician sections to Ourense have, happily, become functional, granting the northern half of the Euro-region a rapid, modern, and comfortable train service.

In this context, with both countries immersed in the crisis, and with the Troika determining the policies of the Spanish and Portuguese governments as conditions of a bailout that they manage to avoid, two circumstances lead to a change of policy within the *Eixo Atlântico*: on the one hand there is a halt called to the high speed rail lines in Portugal, due to their high cost and to the doubtful sustainability of high speed railways with stops every 100 kilometres. On the other hand, there is the cancellation of the obsolete train that had covered the 150 kilometres between Porto and Vigo in 210 minutes.



The General Secretary of the *Eixo Atlântico* with the CEO of Arriva, the first private company to operate the rail network between A Coruña - Lisbon. Vigo 2018.



The Minister of Planning and Infrastructure of Portugal, Pedro Marques, with the Secretary of State Guilherme Oliveira and the President of Infrastructure of Portugal, Antonio Laranjo in the signing of the first contract of the modernization works of the "linha do Minho" Viana do Castelo, 2016.



Meeting of the Eixo Atlântico leaders with the Portuguese Minister of Public Works, Luís Valente de Oliveira. Porto, 2002.



These circumstances led to new, honest and realistic proposals by the Eixo Atlántico, proposals for TGV/AVE link between Braga and Vigo would be held back, if both governments commit to the repair and modernization of the Miño line between Nine and Vigo, allowing for a journey in a modern train in a time of no more than 90 minutes. The Spanish government, for its part, would have to complete the subterranean tunnel that crosses Vigo, in order to construct the so called south exit of Vigo, allowing for a direct rail connection between Coruña and Lisbon, without the necessity of changing train. With the future modernization of the principal rail link between Lisbon and Porto, and the coming into service of the updated Coruña-Vigo like, the travel-time between Coruña and Lisbon could be reduced to 4 and a half hours, and this including in-termediate stops. The Eixo Atlántico convened the Mayors of all the cities and towns of this route, business owners, the Xunta de Galicia, and the CCDR-N. All of these actors came to a congress held in Viana de

Castelo in 2011, a meeting that constitutes a defining moment in the defence of a modern and efficient train that would communicate the two parts of the Euroregion along the coast, the first step in a modernization process that includes the modernization of the interior rail networks linking Lugo and Ourense in Galicia, and the interior coast and Altdorense areas of Portugal. As a result of this process, PM António Costa inaugurates the electrified railway line and the Valença-Lisbon/Faro link on XX + photo.

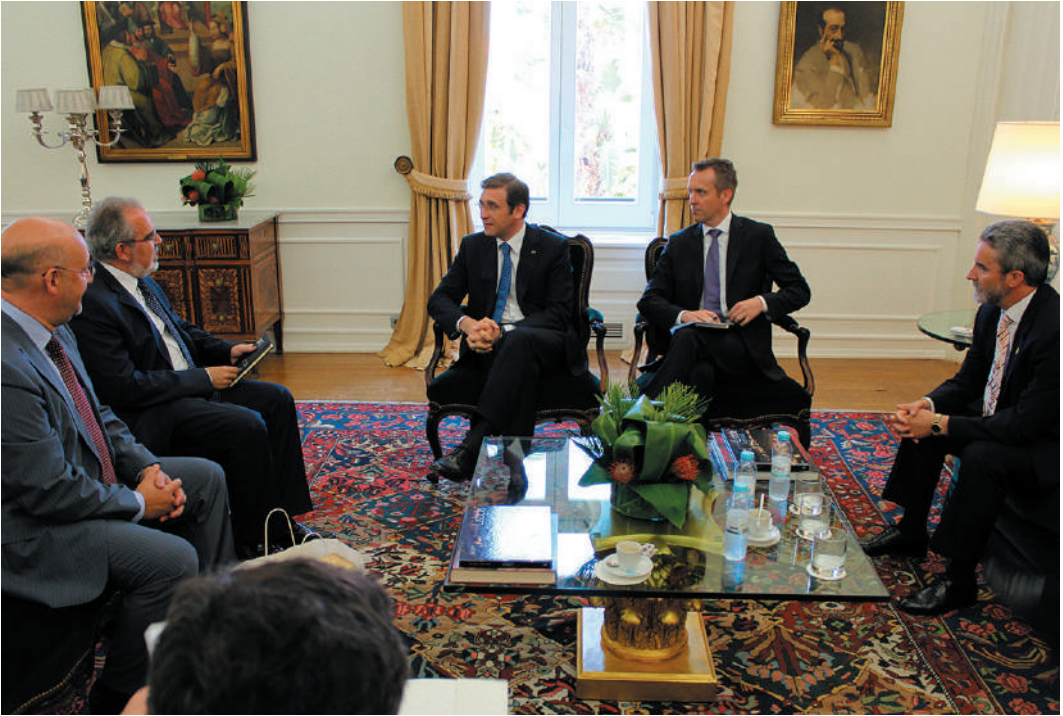
But coinciding with the arrival of the AVE to Galicia already in circulation to Ourense since December 2021 and with the forecast that it will reach all of Galicia by mid-2022, the Spanish government has yet to build the southern exit of Vigo to be able to connect Coruña with Lisbon in an estimated time of 4 hours. In addition, Eixo Atlántico has proposed to both governments a railway strategy contained in the second infrastructure package (photo) and developed in the Galician Railway Map (photo).

Meeting of the President and Vice-President of the *Eixo Atlántico*, Xosé Antonio Sánchez Bugallo and Antonio Magalhaes with the Portuguese Minister of Transport, Mário Lino. Lisbon, 2005.



Meeting of the President of the *Eixo Atlántico*, Xosé Antonio Sánchez Bugallo with the Secretary of State for Transportation of Portugal, Ana Paula Vitorino. Lisbon, 2005.





Meeting of the President, Vice-President and General Secretary, José Maria Costa, Severino Rodríguez and Xoan V. Mao, respectively, with the Prime Minister of Portugal, Pedro Passos Coelho. Lisbon, 2012.



The Vice-President of the Eixo Atlántico, Luísa Salgueiro, and the General Secretary, Xoán Vázquez Mao, presents to the Portuguese Minister of Planning and Infrastructure, Pedro Marques, the second Infrastructure package of the Eixo Atlántico. Lisbon 2019.



Meeting of the President, Vice-President and General Secretary of the *Eixo Atlántico*, José Maria Costa, Severino Rodríguez and Xoan V. Mao, respectively, with the Spanish Minister of Development, Ana Pastor. Pontevedra, 2012.



The Secretaries of State of Spain, Julio Gómez-Pomar and Portugal, Guilherme D'Oliveira, together with the coordinator of the Trans-European Transport Network of the European Commission, Carlo de Grandis and the General Secretary of the *Eixo Atlántico* in a forum about infrastructure. Vigo, 2017.



## TRAIN. ATLANTIC CORRIDOR



The President of the Eixo Atlántico and his General Secretary, Alfredo García, and Xoán Vázquez Mao, meeting with Carlo Secchi, European Coordinator of the Trans-European Transport network, to defend the inclusion of Galicia in the Atlantic Corridor. Brussels, 2018.



Meeting with Transport Officials of the European Commission to defend the development of the Atlantic Corridor. Brussels 2014.



The General Secretary of the *Eixo Atlántico*, Xoan Vázquez Mao takes part in a conference organized by the platform "Lugo non Perdas o Tren" in defense of the rail connections of the interior of Galicia. Lugo, 2019.



Summit of social and economic political entities in defense of the Galician layout of the Atlantic Corridor. O Barco de Valdeorras, 2018.



Presentation of the report on the railway modernization of the province of Lugo with the participation of the Political Leaders of the *Eixo Atlántico* cities in the province. Lugo, 2016.



Meeting with various political and social sectors for the connection of the Dry Port of Monforte to the Atlantic Corridor. Monforte de Lemos, 2018.

## DRY PORT OF MONFORTE



Presentation of the report "The future of the Dry Port of Monforte". Monforte de Lemos, 2016.



Meeting of the Eixo Atlántico with the Regional Minister of the Xunta de Galicia, Secretary of State for Infrastructure of the Government of Spain, the President of REFER (Rede Ferroviária Nacional) of Portugal, President of entrepreneurs of Galicia and a Senior the European Commission to boost the rail improvement of the Eixo Atlántico and its connection to the Atlantic Corridor.



## PONTEVEDRA MAYORS' CONFERENCE

In September 2020 and after the end of the period of citizen lockdown, we were convinced that nothing would be the same, but we did not know how to manage the day after. The existence of the urban agenda and especially its action plan was a very important tool for tackling the immediate future, but the pandemic had altered so many things that it was necessary to reflect on how to do it. To this end, high-level experts were convened in the areas that the pandemic had shown to be most important: research, innovation, sustainability, economics and social policy.

As a result of this conference, strategic priorities were identified to tackle the way out of the crisis and to build resilient cities and territories. Five political commissions were created corresponding to each of these priorities, which are since then been the ones that develop the programmatic strategy of Eixo Atlántico and its cities



Pontevedra mayors' conference, 2020.



From left to right: Ricardo Rio, president of Eixo Atlántico, Lara Méndez, vice president, and Xoan V. Mao, secretary-general, appear before the media after the meeting. Pontevedra, 2020

## TOLLS IN THE SCUT

One of the most absurd battles that the *Eixo Atlântico* had to fight, and perhaps the one with most media repercussion, was that which involved the so-called SCUTs. As part of the EU rescue of the Portuguese economy, the Portuguese government imposed a series of unpopular, and in some cases fought over, measures. The most controversial of these was probably the implantation of toll booths in heretofore free highways, the SCUTs. On the Portuguese side, the imposition of tolls changed the socioeconomic conditions of many of the citizens who lived in a radius of 70km around Porto and travelled daily to Porto without paying a charge. But in terms of the Euro-region, the problem was even more serious, given the impossibility for Spanish drivers of paying at the toll booths, due to the absurdly convoluted payment scheme dreamt up by the Portuguese Secretary of State for Transport. Spanish tourists, and especially Galician tourists, stayed away from Portugal for fear of fines or sanctions due to non-payment of tolls. Tourism fell 40% in the area around Viana do Castelo, the ground zero of the problem, in the first year of the implantation of the system. Many establish-



The *Eixo Atlântico*, news in the national TV news of Portugal (RTP). 2010.

ments linked to the services sectors saw themselves driven to closure because of an absurd decision, in the midst of a more general crisis that was already a heavy burden.

The *Eixo Atlântico*, inspired by the Mayor of Viana do Castelo, once again gathered all the affected parties, including the social and business platforms that had formed to protest against the implantation of the tolls in Portugal. The position of the *Eixo Atlântico* was to at least make possible the payment of the tolls, without entering into the question of whether they should be there in the first place, as this was an internal question for each country. Obviously implied here was support for the Mayors, but always respecting their lead in the matter and only intervening at their request.

The culmination of all this was the meeting held in Viana do Castelo with the Secretary of State of

Transport for Portugal, attended by business leaders, the Advisor on Environment, Territory, and Infrastructures of the *Xunta de Galicia*, and representatives of the CCDDR-N. More than thirty media outlets of the two countries covered the resulting press conference, which gives an idea of the interest the conflict had provoked. Even so, there were still nearly two years to go before the *Cumbre Ibérica* would adopt the measure that the *Eixo Atlântico* had proposed and which would solve the problem. The implantation of the European directive that ordered the interoperability of the two toll systems. In this way, the Euro-region was to become the first European zone in which the directive was applied, a decade after its issue.

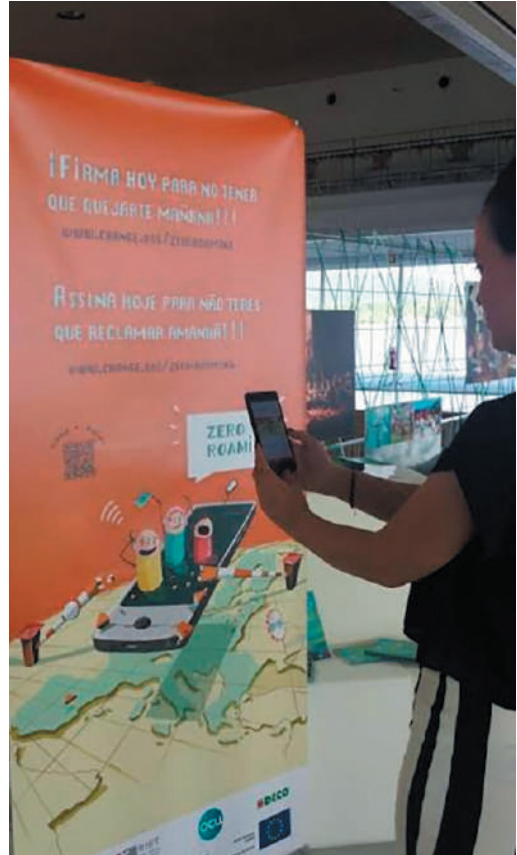


## ROAMING

If mobile roaming charges are completely unjustified tariffs in a broadly European context, they are especially so for the populations of the borders of Spain and Portugal. A business person from Madrid can speak to a colleague in Barcelona without charge, whereas a businessperson from the border area has to pay international charges for a call to a colleague who lives 20kms away, but on the other side of the border. The problem is even more serious if one crosses the border, in which case you have to pay roaming charges for making and receiving calls because you are now in a different country. The *Eixo Atlântico* brought this problem to Brussels, emphasizing to the Commission the latter aspect of the situation.

When the European Commission launched the initiative to do away with roaming charges it met with the opposition of the European Council, which fiercely defended the interests of the operators, as opposed to defending the interests of citizens. Spain and Portugal, with their conservative governments, allied with French Socialist and Greek Radical Leftists in their opposition to the charges.

It was at this critical moment when the *Eixo Atlântico*, through RIET, launched a Europe wide campaign collecting signatures on the internet Change.org platform, supporting the proposals of the Commission and Parliament, a month before the meeting of the three bodies, the Commission, the Parliament, and the Council, at which a decision was to be taken. In coordination with the European consumer associations, 117,000 signatures were collected in one month. The proposals were finally approved in July, 2015, and roaming is set to disappear in July 2017.





## THE WAY TO ST. JAQUES

Another of the *Eixo Atlántico's* major initiatives is the promotion of the Portuguese section of the *Camino de Santiago* (The Way to St. Jaques). The *Camino*, in its many routes, runs throughout the entire Euro-region, with many of these in the North of Portugal. The *Camino* in this area had suffered from the neglect of various governments, only surviving due to the care of local associations such as the Friends of the Portuguese *Camino*.

The cities of the *Eixo Atlántico* became aware of the necessity of improving and promoting the Portuguese *Camino*, and so, the *Eixo Atlántico*, in 2014, began to get involved with revitalizing the ancient walkway, preparing a study of the different routes within the North of Portugal, in collaboration with the *Xunta de Galicia*, as well as a commissioning a report on the situation, with a coasted bucket list, which was to provide the Portuguese government with the wherewithal to improve the routes, which are becoming increasingly popular, looking ahead to the Holy Year of 2021. At the same time, a proposal was formulated to grant the Portuguese *Camino* the status of a UNESCO world heritage site, a title that has already been given to the French and North *Caminos*.



# ACTION PROGRAM

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## EIXO DEL CONOCIMIENTO

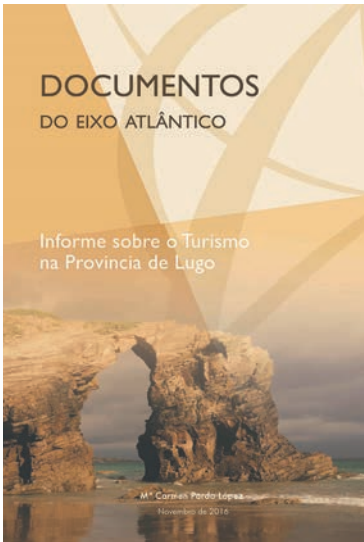
### STUDIES

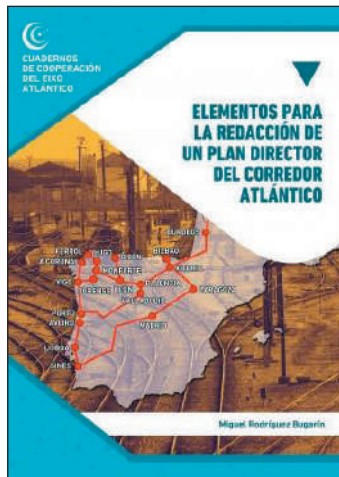
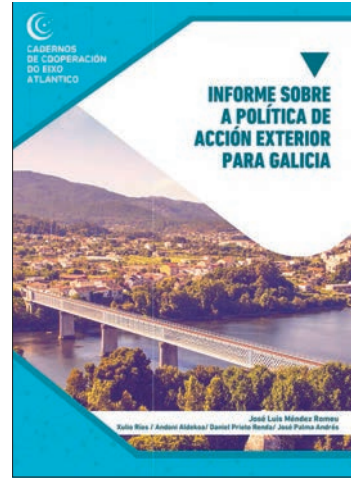
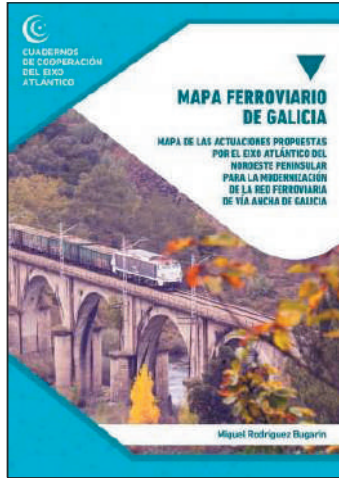
It is difficult to propose development models without the support of rigorously collected and analysed data. In the last 30 years, the Eixo Atlántico has developed more than 100 studies and strategic reports applicable to all areas of the Euro-region: the disposition of the territory, transport, creative industries, sports, education, tourism, strategic planning; in this way becoming one of the European entities with most expertise in these areas. One of the great investments of the Eixo Atlántico has been in knowledge, and the territory has even come to be known as a “Euro-region of knowledge,”. But also, one of the major contributions of the Eixo has been its capacity to attract the participation of a wide range of top quality experts in its various research activities.

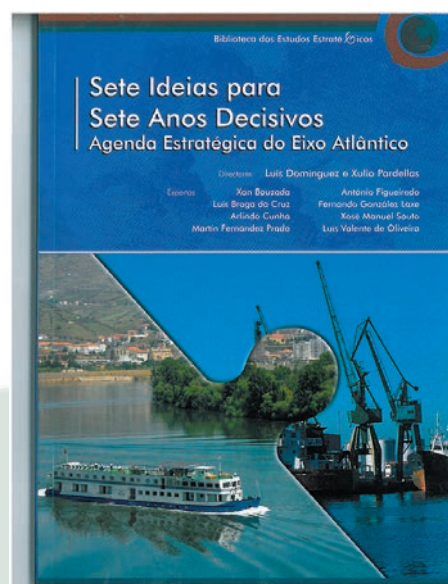
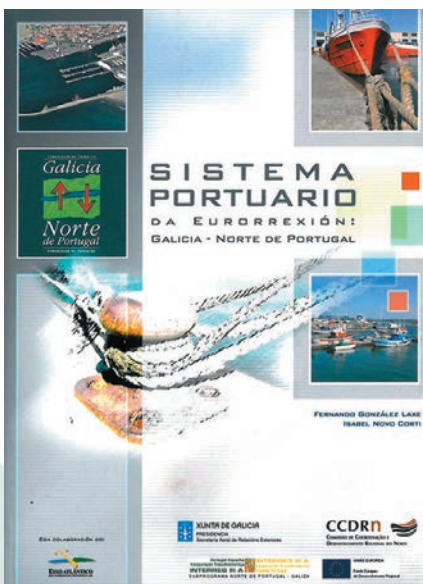
University professors and researchers, consultants, specialists in various areas, ex-members of the Portuguese and Galician governments, and ex-members of the European Commission constitute the extraordinary knowledge base upon which the Eixo Atlántico have been able to draw in contemplating its strategic decisions. In this knowledge based context, the Eixo Atlántico is developing towards a future based on a high level of

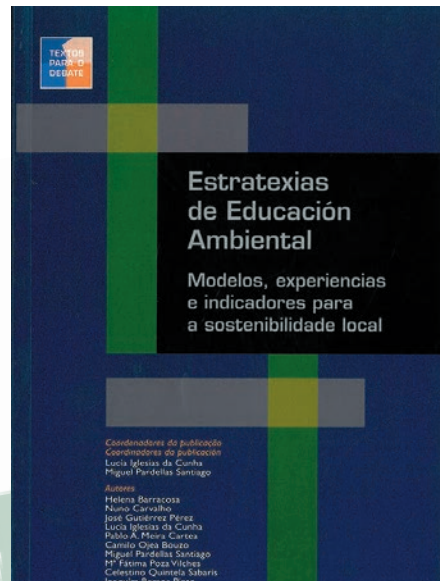
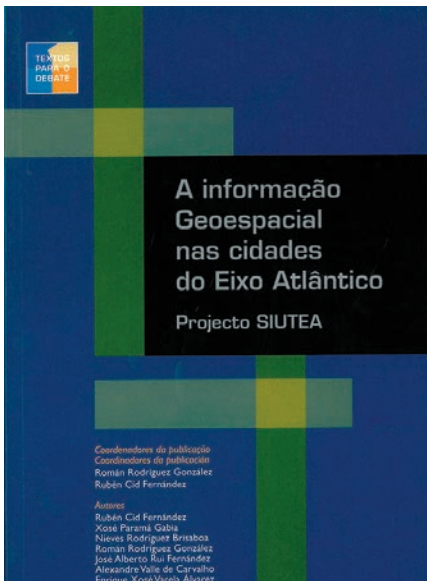
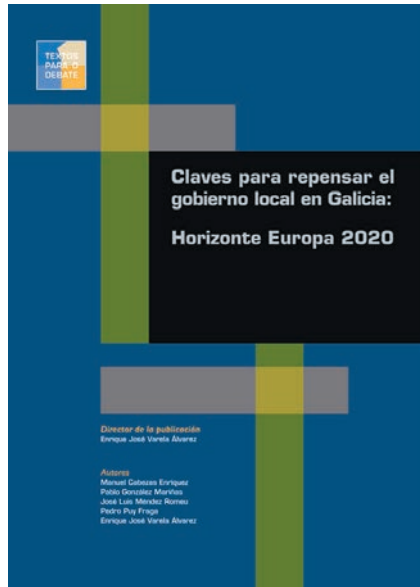
innovation: the first cross-border urban agenda in Europe, which will exist within the framework of the European Urban Agenda.









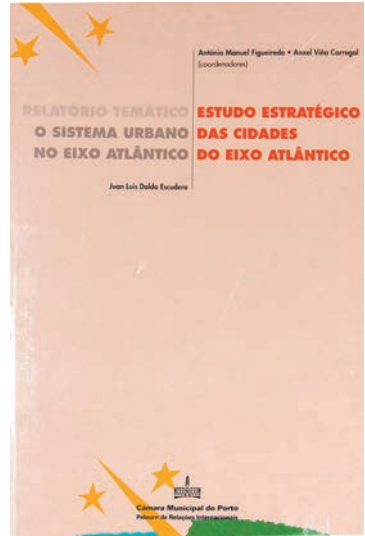




## STRATEGIC PLANIFICATION



Congress of Strategic Objectives of the Eixo Atlántico. Vigo, 1996.



Intervention of the Minister of Public Administration of Spain, Mariano Rajoy. Vigo 1996.



The President of the Xunta de Galicia, Manuel Fraga with the Mayors of the Eixo Atlántico. Vigo, 1996.



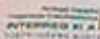
# Proxecto Futuro de

Segundos Estudos Estratéxicos do Eixo Atlántico  
Segundos Estudos Estratéxicos do Eixo Atlántico

## ORGANIZA



## COFINANCIADO POR



ALUNTA DE GALICIA

CONSEJO ATLÁNTICO

ALUNTA DE GALICIA

ALUNTA DE GALICIA

ALUNTA DE GALICIA

ALUNTA DE GALICIA

## COLABORAN





Closing ceremony of the Debate Congress on the "Second Strategic Studies of the Eixo Atlantico" chaired by the Spanish and Portuguese Secretaries of State, Luis Méndez Romeu and Rui Baleiras , respectively. Ourense, 2005.



The journalist Manuel Campo Vidal chairing the debate in which three Former Portuguese Ministers, a Spanish Former Minister and a Former President of the Xunta de Galicia participate. Ourense 2005.



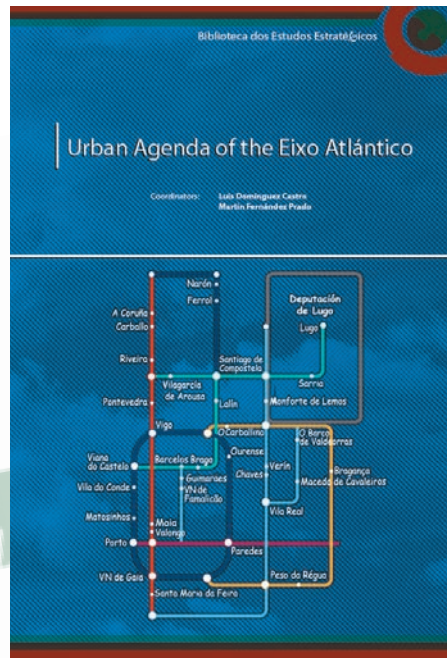
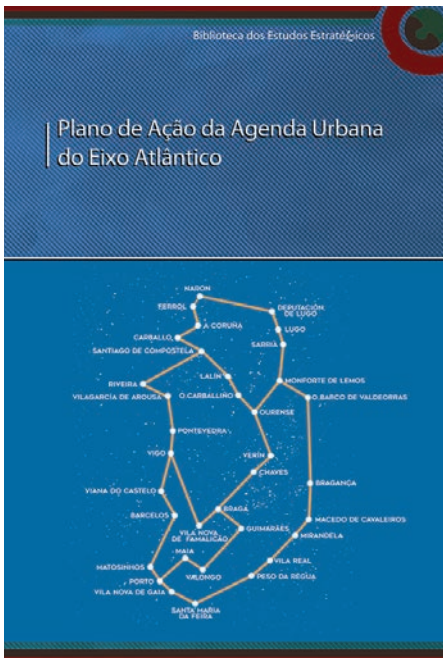
## URBAN AGENDA

### BUILDING THE URBAN SYSTEM

At present and coinciding with the start of the new European Commission, the *Eixo Atlântico* is redefining its strategy for the future, focused on the development of the urban agenda and the commitment to innovation and sustainability in local administration, with the areas that constitute a priority for municipalities: sustainable mobility, energy efficiency, waste and cooperation with Latin America, where work is being carried out on the development of a cross-border Urban Agenda oriented and inspired by the Urban Agenda of the *Eixo Atlântico*, the first cross-border Urban Agenda of the European Union.



Presentation conference of the Urban Agenda of the *Eixo Atlântico*. Braga, 2017.





■ ACTION PLAN OF THE URBAN AGENDA , A CORUÑA, 2018

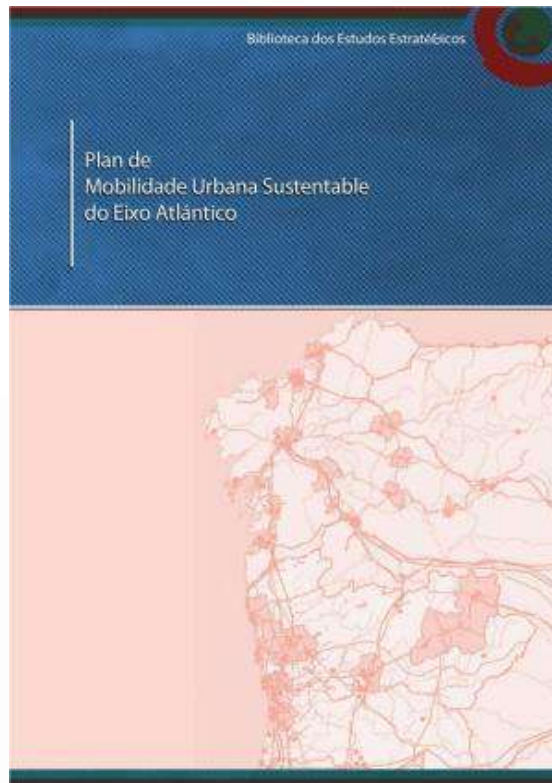




## DEVELOPMENT OF THE URBAN AGENDA

### SUSTAINABLE URBAN MOBILITY PLAN

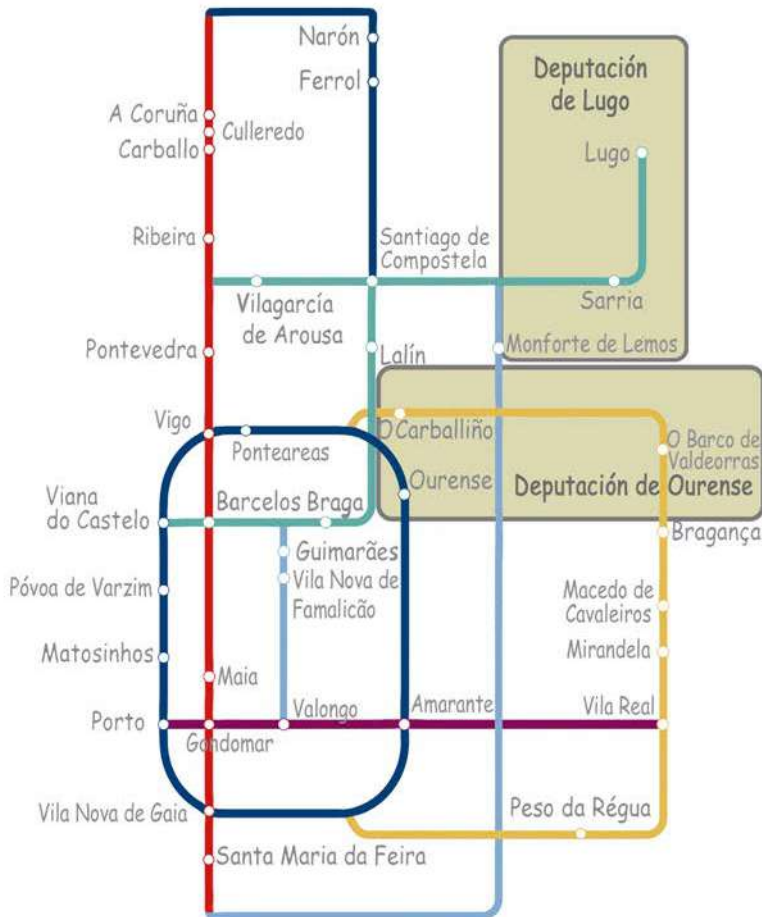
In 2019, the Eixo Atlântico Sustainable Urban Mobility Plan was drawn up, making it the first urban system to be equipped with this instrument, which is subsequently developed in the partner cities through the drawing up of the sustainable urban mobility plans of each city or conurbation, a process that is currently underway.





## SOCIAL COHESION MAP

Another of the instruments developed by the urban agenda is the social cohesion map, which for the first time is drawn up at the level of the cross-border urban system, constituting an extremely valuable instrument for planning policies to prevent social marginalisation and the deterioration of neighbourhoods where impoverishment and/or pockets of marginality are generated, which ultimately transform neighbourhoods into ghettos. The cohesion map allows for the mapping of the evolution of our cities and the comparative analysis with respect to other cities in the area, in areas ranging from purchasing power to gender violence or the digital divide. This social cohesion map of Eixo Atlántico should be developed in the coming years through the social cohesion maps of each city.





## URBAN ECOLOGY AGENCY

The urban ecology agency is a department that works together for all cities, helping to design and develop sustainability policies at local level, from mobility to waste. This agency was created as a result of the drafting of the agenda 21 and constitutes an innovative experience that has been operating successfully since the twentieth year. It was born in 2009 from the Eixo Atlântico Commission for Sustainable Development as a support entity for the local authorities' strategic planning in environmental matters, in the municipalities of the organisation and in the cities associated to them.

Shortly afterwards, institutional agreements extend the agency's field of action by participating in projects financed by ERDF funds, Desourb.



Eixo Atlântico's Urban Ecology Agency participates in European Week of Local Democracy, in Valongo

## SIES (EXPERIENCES EXCHANGE SEMINARS)



SIE Education, Bragança, 2017.



SIE Tourism. Monforte de Lemos, 2017.



SIE Culture, Santa Maria da Feira, 2018.



SIE Sports, Braga, 2018



SIE Sustainability, Póvoa de Varzim, 2021



**XI JOGO  
DO EIXO  
ATLÂNTICO**

MATOSINHOS  
PORTO  
VILA NOVA DE GAIA  
A 30 JULHO

**JOGO  
DO EIXO  
ATLÂNTICO**

ANOS  
DE GAIA  
1988

CO  
S  
DE GI  
2015



## EIXO ATLÁNTICO GAMES

After the pilot experience of 1995, with parallel sporting activities in various cities, the *Eixo Atlántico* Games adopted their current model in 1997 in Ferrol, with all the activities focused in one location. Probably the most renowned and attractive of the programs fomented by the *Eixo Atlántico*. From its beginnings, with 900 participants, interest in the Games has risen incrementally, with the XI edition attracting 1800 participants.

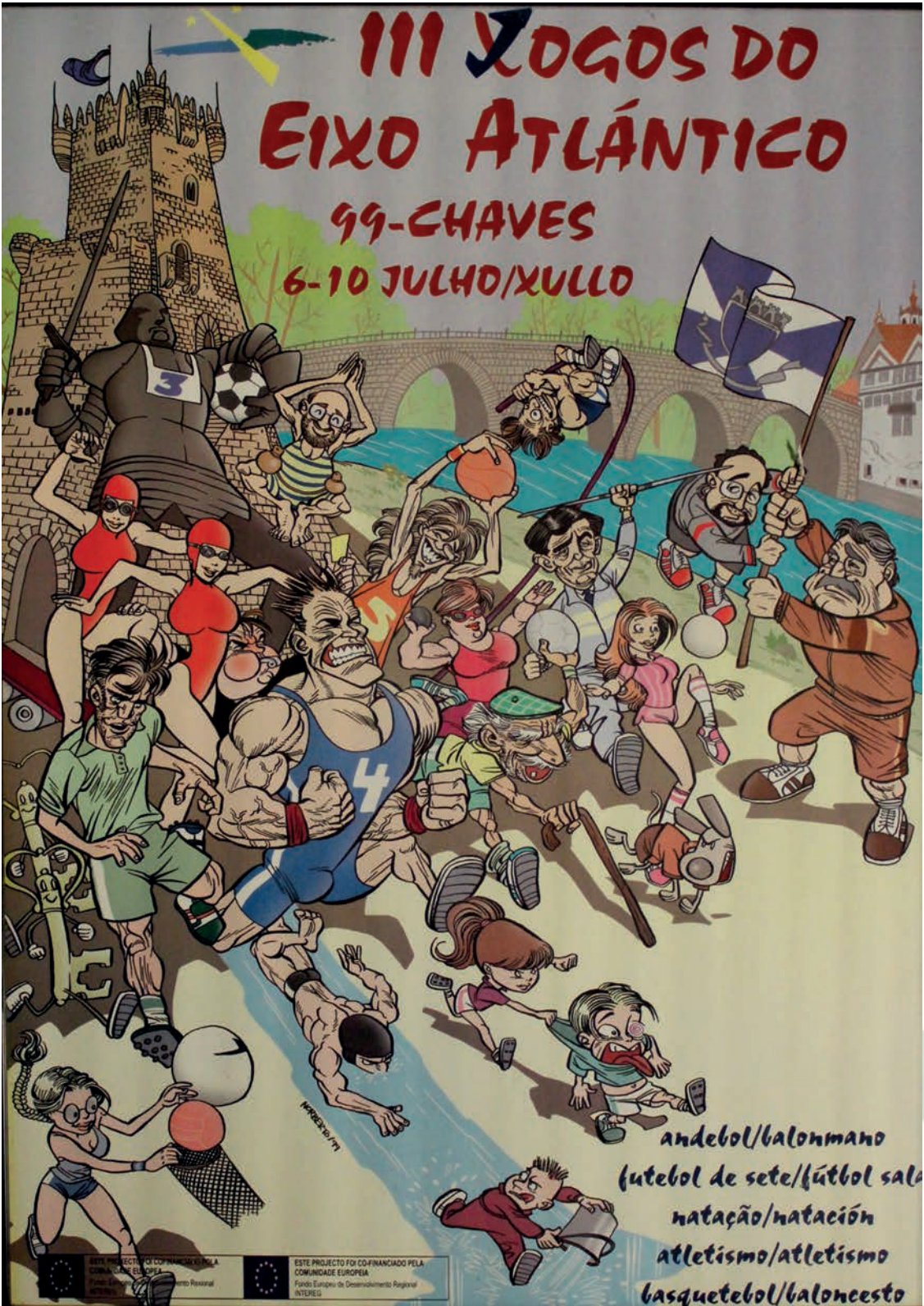
In the last 22 years the Games have established themselves as the most important sporting event of the Euro-region, and have encouraged fair play, respect for the adversary, and above all the mixing and sharing of experiences of Galician and Portuguese young people. The Games have benefitted from the patronage of renowned athletes such as Rosa Mota, the Olympic marathon champion in the Seoul Olympics, or Chano Rodríguez, the Spanish swimmer with 8 gold medals from his participation in various Paralympic Games. Prime Ministers, Presidents of Galicia, and Secretaries of State and Sports have traditionally figured in the inauguration of the Games.





# III XOGOS DO EIXO ATLÁNTICO

99-CHAVES  
6-10 JULHO/XULLO



andebol/balonmano  
futebol de sete/fútbol sala  
natação/natación  
atletismo/atletismo  
basquetebol/baloncesto

ESTE PROXECTO FOI CO-FINANCIADO PELA  
COMUNIDADE EUROPEA  
Fundo Europeu de Desenvolvemento Regional

ESTE PROXECTO FOI CO-FINANCIADO PELA  
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Fundo Europeu de Desenvolvemento Regional  
INTEREUS



POSTERS

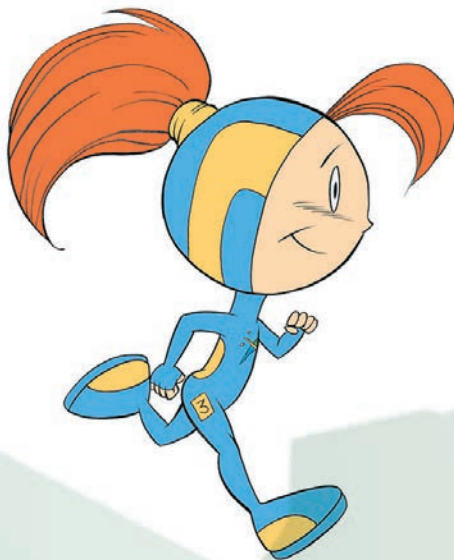
1995.



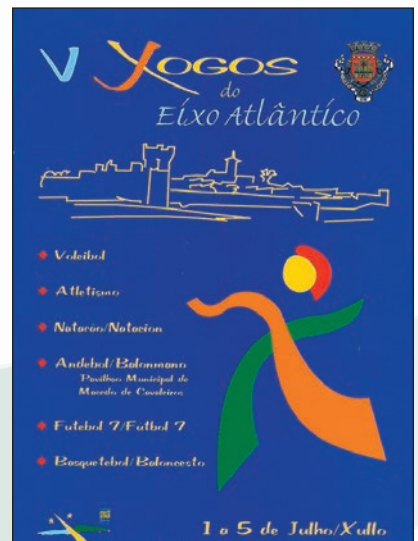
FERROL 1997.



OURENSE 2001.



BRAGANÇA 2003.





■ SANTIAGO DE COMPOSTELA 2005.



■ GAIA 2007.



■ A CORUÑA 2009



■ MATOSINHOS 2011.





■ Lugo 2017.



■ BRAGA 2019



■ OPENINGS AND COMPETITIONS

■ CHAVES 1999.



■ OURENSE 2001.



■ BRAGANÇA. 2003





■ SANTIAGO DE COMPOSTELA. 2005



■ VILA NOVA DE GAIA 2005



■ A CORUÑAS. 2009



■ MATOSINHOS. 2011





■ GUIMARAES. 2013



■ FRENTE ATLÁNTICA (PORTO, MATOSINHOS Y VILA NOVA DE GAIA). 2015



■ LUGO, 2017



■ BRAGA, 2019





# CHAMPIONSHIP

## HOCKEY





FÚTBOL

**2018**  
**I TORNEO**  
**EIXO ATLÁNTICO**  
**FÚTBOL INFANTIL**  
**MEMORIAL "FUSI"**  
**1 E 2 DE SETEMBRO**  
**O CARBALLIÑO**  
**OURENSE**

- ▶ O CARBALLIÑO
- ▶ O BARCO DE VALDEORRAS
- ▶ OURENSE
- ▶ SANTIAGO DE COMPOSTELA
- ▶ VILA NOVA DE GAIA
- ▶ VILA NOVA DE FAMALICÃO
- ▶ MAIA
- ▶ BARCELOS

**Interreg**  
España - Portugal

ORGANIZAN:  
**EIXO ATLÁNTICO**  
DO MANEIXO PENINSULAR

**Concello do Carballiño**





■ TAEKWONDO

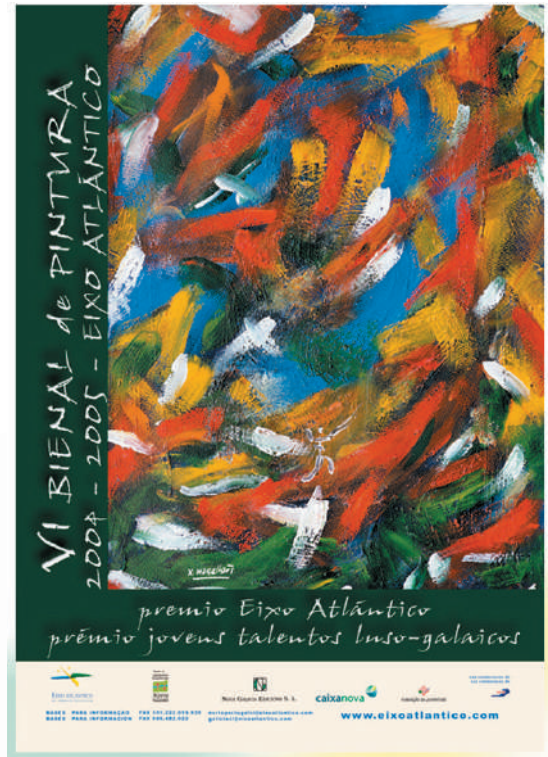


## BUILDING THE EURO-REGION OF THE FUTURE

### PAINTING BIENNIAL

In its 20 years of existence, the Painting Biennial has become an example of cultural fusion and encouragement of creative endeavour. Many of today's most successful artists first came to prominence at the Biennial.

At the Painting Biennial, artists can get to know each other in an atmosphere of debate and creative exchange. And perhaps most importantly, the Biennial, in its itinerary through the cities of the *Eixo Atlântico*, has allowed for the recognition of artist's work among both experts and the public in general, encouraging a general appreciation of art, but also the economic exchange that is vital for the development of the artists' careers.





## ■ AWARD-WINNING ARTISTS IN THE BIENNIALS OF PAINTING

1997

Berta Álvarez Caccamo  
P. Proença

1998

Paula Tavares  
Simón Pacheco  
Paulo Almeida  
Carmen Senande

1999

Edmundo Paz  
Xurxo Alonso  
Sebas Anxo  
Joaquín Morales

2000

Belén Padrón García  
Henrique Do Vale  
Brais Rei Daporta  
Eva Espinosa Moreno

2002-2003

Manuel Busto Magdalena  
Francisco Da Rocha Neto  
María Puertas Freijoó Montenegro  
Pedro A. Callejas Cabanillas

2004-2005

Benedita Kendall  
Filipe Rodrigues  
Ramón Trigo  
M<sup>a</sup> Jesús Pérez Gonzalez  
Pedro Emanuel Do Couto Lopes

2006-2007

Xavier De Sousa Alonso  
Francisco Da Rocha Neto  
Xosé Luís Otero Becerra

2008-2009

Ana Pais Oliveira  
Leonardo Rial Otero  
Teresa Gil

2011 -2012

Montserrat Frieiro Dantas  
Miguel Vasconcelos  
Joseba Muruzábal Pérez  
Raquel Iglesias Gándara

2013 -2014

Raúl Álvarez Jiménez  
Jorge Alexandre Carvalho Marques  
Eugenia Cuéllar Barbeito  
Juliana Ribeiro

2015 -2016

Olmo Blanco Fuente  
Rui Sousa  
Raquel Martínez Ortiz  
Diogo Castro Nogueira da Costa

2017 -2018

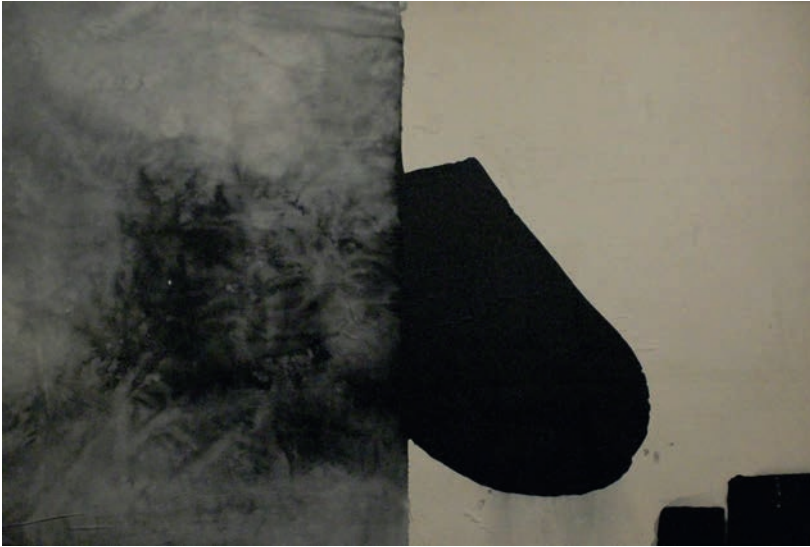
Fátima Teles  
Marco António Resende Macedo  
Xosé Lois Carreira López  
Fábio Araújo

2021-2022

Tito Senna  
Fruela Alonso Blanco  
Breogán Torres Gutiérrez



■ BIENNIAL 1977.



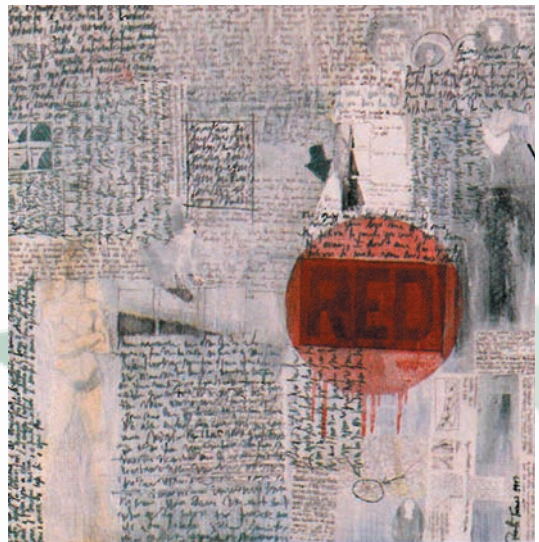
Winning work; author: Berta Álvarez Cáccamo

■ BIENNIAL 1977



Winning work; author: Pedro Poença.

■ BIENNIAL 1998.



Winning work; author: autor

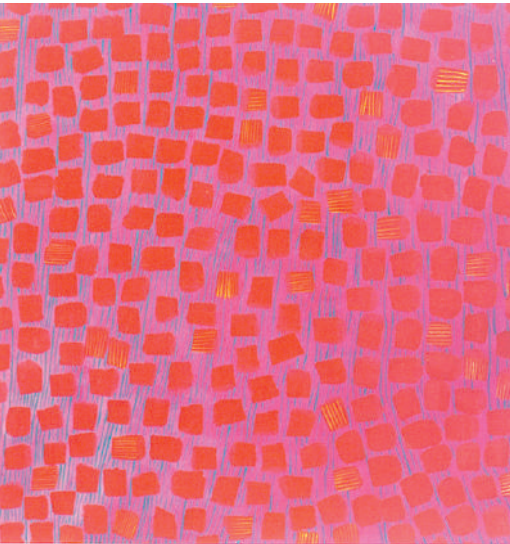


■ BIENAL 1999.



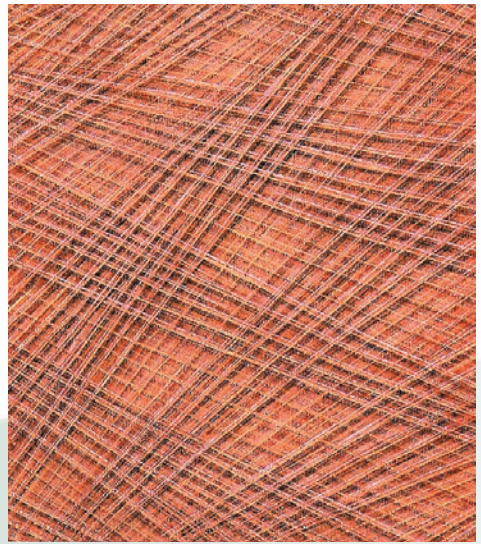
Winning work; author: Edmundo Paz.

■ BIENNIAL 2000.



Winning work; author: Belén Padrón García.

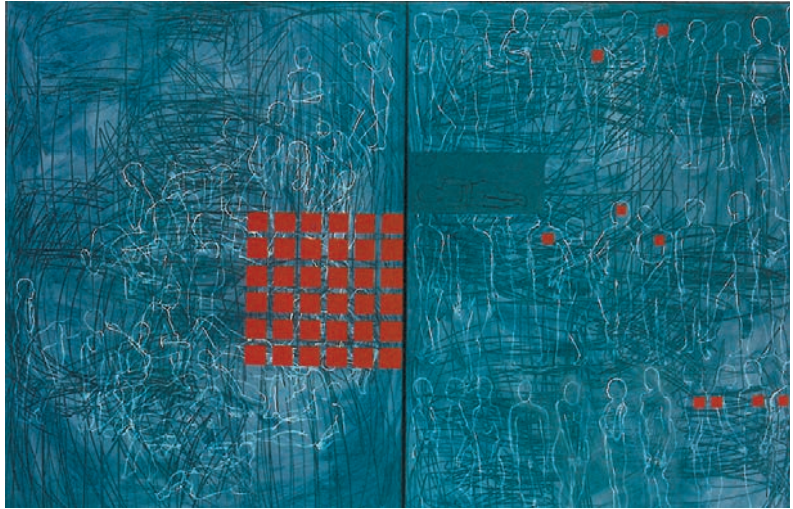
■ BIENNIAL 2002 - 2003.



Winning work; author: Manuel Busto Magdalena.



■ BIENNIAL 2004 - 2005.



Winning work; author: Benedita Kendall.

■ BIENNIAL 2006 - 2007.



Autor: Xavier de Sousa Alonso.



■ BIENNIAL 2008 - 2009.



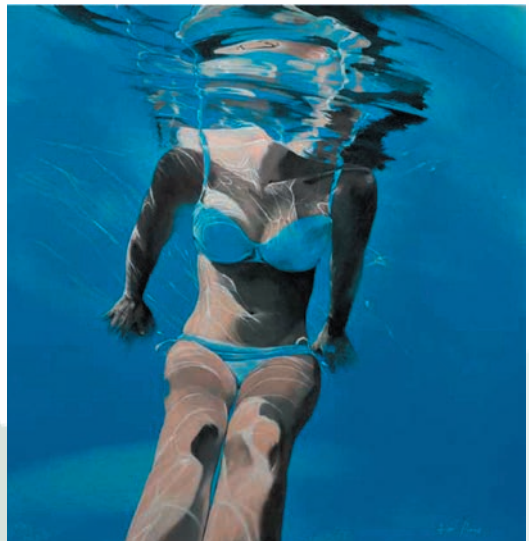
Winning work; author: Ana Pais Oliveira.

■ BIENNIAL 2011 - 2012.



Winning work; author: Montserrat Frieiro.

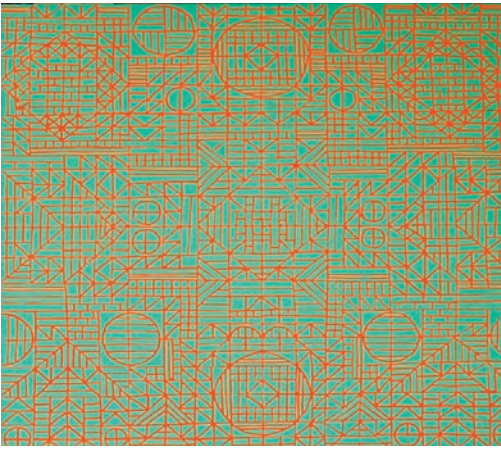
■ BIENNIAL 2013- 2014.



Winning work; author: Raúl Álvarez Jiménez.

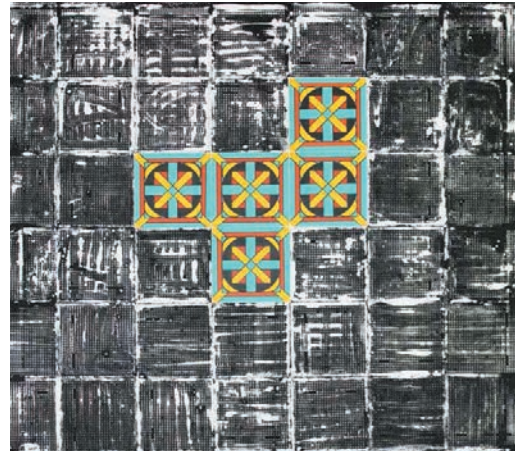


■ BIENNIAL 2015 - 2016.



Winning work; author: Olmo Blanco.

■ BIENNIAL 2017 - 2018.



Winning work; author: Fátima Teles.

■ BIENNIAL 2021 - 2022.



Winning work; author: Tito Senna



## CAPITAL OF CULTURE

The ever increasing acceptance and demand for cultural programs, and the *Eixo's* focus on making the Euro-region a centre of creative endeavour, lead to the creation of the Capital of Culture of the *Eixo Atlântico*. Following the example of the European Capital of Culture scheme, this program aims to highlight the autonomous cultural production of the Euro-region, and make this production available to citizens. From traditional folk practices to the most recent urban creations, all cultural manifestations can find a place within this program, which lasts for three months at a time in cities that are chosen according to the votes cast by members of the cultural representatives of local governments. The Capital of Culture has not just managed to promote a generalized cultural awareness, but for the first time, as has occurred with the Biennial, has allowed for artists and artisans to get to know each other's work, and engage in the interchange of knowledge, creativity, and cultural debate. Crossborder tourism, two countries one destination.



■ CAPITAL OF CULTURE 2009



Vila Nova de Gaia.



■ CAPITAL OF CULTURE 2011

Viana do Castelo.





■ CAPITAL OF CULTURE 2014



Ourense.

■ CAPITAL OF CULTURE 2016



Vila Real.

■ CAPITAL OF CULTURE 2016



Matosinhos.

■ CAPITAL OF CULTURE 2018



Feira



■ CAPITAL OF CULTURE 2020



The Mayor of Braga and President of Eixo Atlântico at the inaugural ceremony of the Capital of Culture 2020 in Braga



## MOSTRA MUSICAL

It was born as a proposal by the then Mayor of Villagarcía de Arousa, Javier Gago, who was for his part following on from an initiative of the Parents Association of the conservatory of the town. The Mostra Musical is a Musical contest that began as part of an investment in musical education and recognize the immense talent collected in the conservatories and musical schools of the Euro-region, while at the same time paying homage in each edition to the composers of the region, defending in this way the importance of musical creativity. The Mostra musical of the *Eixo Atlântico* has become a key reference for musical creativity and education.



**V** MOSTRA MUSICAL  
EIXO ATLÂNTICO

interreg  
região atlântica

MUNICÍPIO DE VILLAGARCÍA DE AROUSA

CRMVR

GOBIERNO DE GALICIA

EIXO ATLÂNTICO  
DO TRIANGULO PENINSULAR

Sábado  
Teatro Municipal e CRMVR  
Domingo  
Teatro Municipal

5 e 6  
de maio  
VILA REAL



■ MOSTRA MUSICAL, VILAGARCÍA DE AROUSA. 2008



■ MOSTRA MUSICAL, VILAGARCÍA DE AROUSA. 2010





■ MOSTRA MUSICAL, VILAGARCÍA DE AROUSA. 2012

■ MOSTRA MUSICAL, VILAGARCÍA DE AROUSA. 2014



■ MOSTRA MUSICAL, VILAGARCÍA DE AROUSA. 2016





## ■ MOSTRA MUSICAL, VILA REAL 2018



## ■ SCHOOL EXCHANGES



Exchange of schoolchildren between the Galician and Portuguese cities of the Eixo Atlântico.



VILA REAL

15  
16  
17 JUNHO  
11:30H.  
22:00H.

ALAMEDA DE GRASSE



expodidades

MOSTRA DE TURISMO DAS CIDADES DO EIXO ATLÂNTICO



Interreg  
Espana - Portugal



Fundo Europeu de Desenvolvimento Regional  
Fundo Europeu de Desenvolvimento Regional

DOIS PAÍSES  
UM DESTINO



# TOURISM

TWO COUNTRIES  
ONE DESTINATION

The measures identified for post-Covid economic development have identified tourism as one of the thematic areas with the greatest impact. For the last decade, Eixo Atlântico has been developing the concept of border tourism identified with the slogan “two countries, one destination”, which has now spread throughout Europe. This concept has been reinforced by the creation of the EPICAH network, which was generated by an Interreg Europe project which brings together representatives from 8 European borders. This network organised in 2019 the European Tourism Forum in the Portuguese city of Braga, and the Forum “Tourism at border regions: an economic strategy for peripheric regions” in Brussels. The meeting was attended by political leaders and MEPs from the 8 borders involved in the project, as well as representatives of the European Commission and the Committee of the Regions. One of the main conclusions of these forums was the need to provide the European Union with a real tourism policy, giving this sector a higher institutional level. A la política turística europea de su mayor nivel institucional en la Comisión. Today, as an evolution of the above and as a consequence of the experiences following the Covid-19 pandemic, the concept of author’s tourism is being identified and designed as a tool to develop a tourism of excellence that respects and preserves cultural values and heritage, as opposed to mass tourism and its negative impact on the life and urban morphology of cities.



## EXPOCIDADES

Tourism is not just one of the major industries of the Euro-region, and therefore a motor of economic growth and a provider of employment, but also one of the main instruments of knowledge and eliminator of invisible borders. Therefore, from the first moment the *Eixo Atlântico* took tourism to be one of its priorities.

The scheme is very simple: seven million citizens, with 52 annual weekends, means a very important niche market for near home tourism. And so Expocities was born, a fair of near-home tourism, the pilot edition of which was held in the first Capital of Culture, Vila Nova de Gaia as an initiative.

The initiative had such success that it separated from the Capital of Culture and took on its own existence. Posterior editions, incorporated important elements that added to the success of the fair: meetings with bloggers, tourist booking tables, and wine tastings are just some of the activities that are now part of the fair, which takes place every two years.

Alongside this, every two years the *Eixo Atlântico* brings out a guide to themed trips through the *Eixo Atlântico*, taking into account the history, ethnography, and gastronomy of the region, and have, as of today, produced eight versions of these guides.

There are currently distributed 42.000 copies in paper and a bigger number in digital format.

In 2016, some 40,000 copies of the guide were distributed in collaboration with 6 media companies, through papers, radio, and TV. In a pilot experience of what the creation of joint communication products has already generated.





Lugo, 2013.



Pontevedra, 2014.



Viana do Castelo, 2015.



Vila Real, 2017.



Braga, 2019.

## BORDER TOURISM



First Forum on Tourism at Border Regions in Braga, 2019.



# Patrimonio Natural Paraíso Terrenal

Espacios Naturales de la Euroregión



Código descarga



GAL

Código descarga



PT

Código descarga



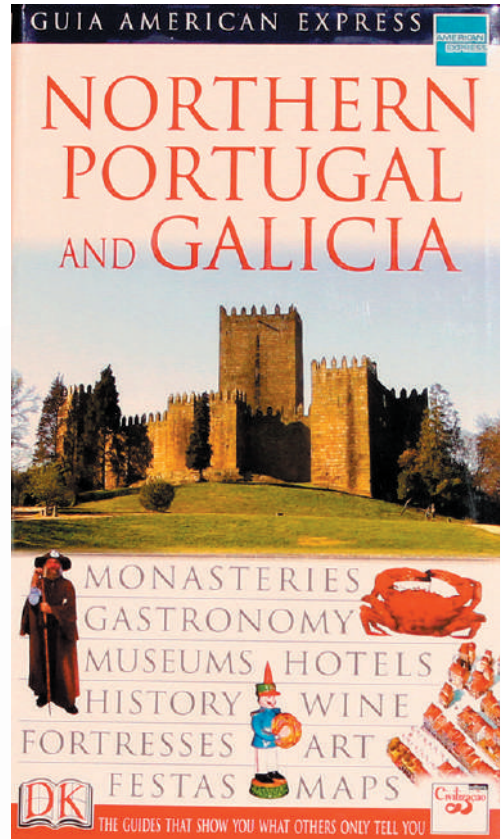
ES

Código descarga



ENG

GUIDES









## URBAN SPACES

The most important demonstration of the involvement of the *Eixo Atlântico* in the life of our cities is demonstrated in the way that the organization's has become part of the onomastic fabric of its cities. Six of the Euro-region's cities now have spaces called after the *Eixo Atlântico*: Bragança was the first, more than a decade ago, in its naming of the park situated in the heart of the new city as the *Eixo Atlântico*.

Vila Nova de Gaia followed, calling the square in the middle of the Avenida de la Republica, just some 50 metres from the local government buildings by the name of the organization. Ourense named the principal path or walk in its botanic garden, the principal park of the city, the *Eixo Atlântico*.

Viana do Castelo has named the square that links the principal street of the city with the seafront in the same way. In this case, the square also holds a sculpture of the artist Xosé Luis Otero, who, aptly, was born in the area of Galicia's Limia River, a river that flows from Galician into the sea at Viana do Castelo. The sculpture shares the space with the work of two of Portugal's most important *Eixo* directs, both of whom have been awarded the prestigious Pritzker prize: Alvaro Siza (winner in 1998) and Soto de Moura (winner in 1998) and Soto de Moura (winner in 2011).

In 2016 the *Eixo Atlântico* square was created in one of the principal roads of Braga, next to the train station.



The *Eixo Atlântico* square in Vila Nova de Gaia.



The Eixo Atlântico square in Matosinhos.



The Eixo Atlântico square in Braga.



The Eixo Atlántico square in Viana do Castelo.



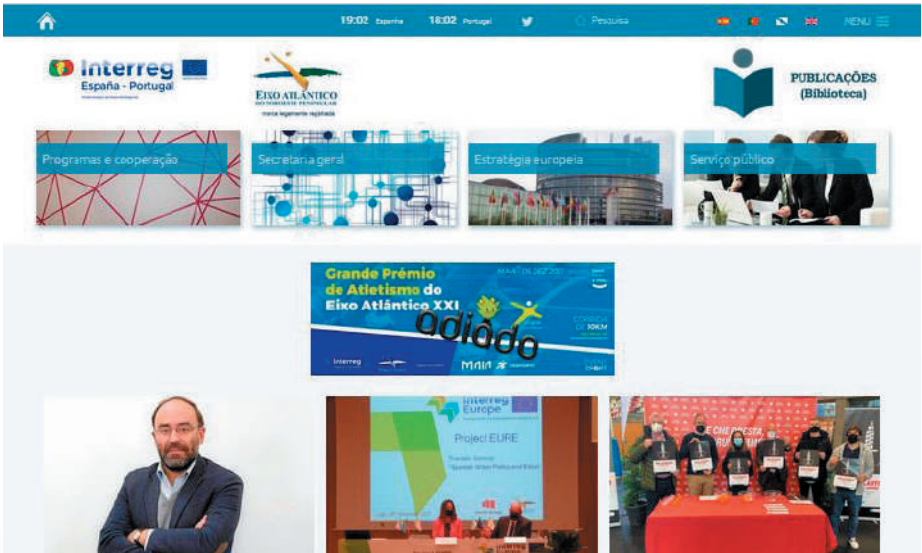
The *Eixo Atlântico* Park in Bragança.



# COMMUNICATION



## WEB Y TWITTER



## RADIO AND TV BROADCAST



News of the Euro-region in the media. Monthly programs on Radio Vigo (Cadena SER), Antena Minho and Televiso.



Interview in TVG's "Bos Dias" programme



Radio Nova:  
The President and Secretary-General of Eixo Atlántico, Ricardo Rio and Xoan Mao, interviewed at Radio Nova in Porto



The mayor of Lugo and vicepresident of the Eixo Atlántico, beside the general secretary of the entity, Lara Méndez and Xoan Vázquez Mao, interviewed in Radio Lugo, Cadena SER.



Interview at Onda Cero Vigo



Interview at Radio Brigantia (Bragança)



Interview in RTP

## PUBLICATIONS AND PROMOTION CAMPAIGNS

Publicidad 35

**Las claves de la Unión Europea tratadas por 42 expertos**

Este domingo recibirá con su periódico del periódico y de forma gratuita un libro que recoge la visión de analistas, políticos y periodistas sobre el crucial momento que está viviendo la UE. Una reflexión que pretende analizar y explicar cómo será la Europa que resultará del Brexit.

**La Europa que sobrevivirá al Brexit**

A EUROPA QUE SOBREVIVIRÁ AO BREXIT

GRATIS con tu periódico del domingo **RESERVA TU EJEMPLAR**

Publicidad 23

**Patrimonio Natural. Paisaje Terrenal**

Espacios Naturales de la Eurorregión

**Patrimonio Natural. Paisaje Terrenal**

Reserva Natural de la Eurorregión

GRATIS con tu periódico del sábado **RESERVA TU EJEMPLAR**

7 de Diciembre 2020 semanal de Galicia

**VAMOS TODOS CONHECER A GALIZA**

**GRÁTIS** Correio do Minho e Eixo Atlântico ofrecen-lhe mais um livro de Banda Desenhada

**SEGUNDA 14 DEZ**

**MIN CAMINHO DE FUTURO**

Participa no nosso PASSATEMPO\* e poderá ganhar um fim-de-semana para duas pessoas em Lugo e em Sarria

\*Reserva e Registo em: [www.legenda.com](http://www.legenda.com)



# O Eixo Atlântico lança a primeira Axenda Urbana transfronteiriça

## Tratase dunha ferramenta de planificación do crecemento das cidades

**Avenida** Manuel María de Castelar, 10. 15001 Vigo. Tel: 986 10 10 10. [www.eixoatlantico.es](http://www.eixoatlantico.es)

**CORUNA GÓMEZ**

Este novo documento representa un esforzo común das administracións locais, autonómicas e estatais para promover o desenvolvemento urbano e a cohesión territorial no Eixo Atlántico. O documento establece un marco común de actuación e define as prioridades de intervención para as cidades do Eixo Atlántico.

**Cidade vivencial** Consta de tres eixos principais: a) a cidade vivencial, b) a cidade económica e c) a cidade ambiental. O documento establece un marco común de actuación e define as prioridades de intervención para as cidades do Eixo Atlántico.

**Planificación dos recursos** O documento establece un marco común de actuación e define as prioridades de intervención para as cidades do Eixo Atlántico.

**Interreg España - Portugal**

# EXPOCIDADES

Mostra de Turismo das cidades do Eixo Atlántico

**fórum TURISMO DE FRONTEIRA**

Exposición de Turismo das cidades do Eixo Atlántico. O evento terá lugar no Hotel Real de Vigo, o 15 de outubro de 2013, entre as 10:00 e as 14:00 horas. O evento é organizado polo Eixo Atlántico e conta co apoio do Consorcio de Turismo de Vigo e do Consorcio de Turismo de Pontevedra.

**Interreg España - Portugal**

# Conféncia dos Presidentes do Eixo Atlántico

4 de Outubro 2013 [www.eixoatlantico.es](http://www.eixoatlantico.es)

**Fernando González Laxe**  
Ex-presidente do Goberno de Galicia

**Carmona López**  
Membro do proxecto emprendedoras

**“Esta situación tornou-nos mais creativos e inovadoras”**

**“Hoje 80% do comércio mundial faz-se pelo mar”**

**RICARDO PÉREZ**  
Presidente do Eixo Atlántico

**“Os municípios devem ter um papel relevante”**

**Lara Méndez**  
Membro do Eixo Atlántico

**“A sustentabilidade marca a nova transformación”**

**Interreg España - Portugal**

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**Lara Méndez**  
Membro do Eixo Atlántico

**“A sustentabilidade marca a nova transformação”**

**Interreg España - Portugal**

## TRAINING SEMINARS FOR JOURNALISTS



Seminar "Europe for journalists from the Euro-region". Santiago de Compostela. 2010.



Seminar "Europe for journalists from the Euro-region". Oporto. 2011.



Visit of journalist to the European Parliament. Brussels. 1997.



Visit of journalists from the Euro-region to the European Institutions. Brussels. 2012.



Seminar in Brussels, 2018

FORUMS



Jornal de Notícias



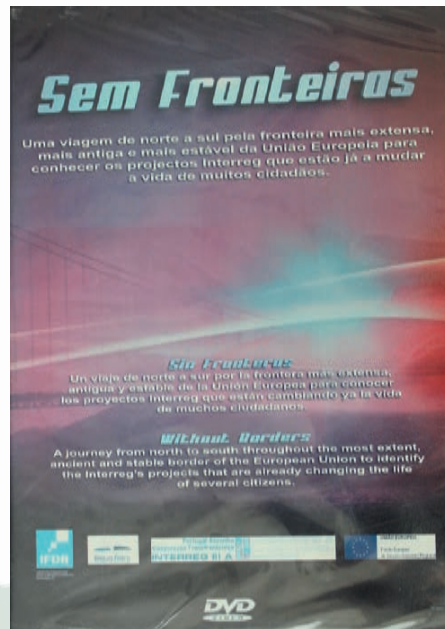
Correio do Minho



Presentation of the TV series "Euro-region XXI Century". Santiago de Compostela. 2006.



Presentation of the TV series "Euro-region XXI Century". Vila Nova de Gaia. 2006.







**EIKO ATLÂNTICO**  
DO NOROESTE PENINSULAR



## MEDALS OF THE EIXO ATLÁNTICO



Manuel Fraga Iribarne, President of the Xunta de Galicia. Vigo, 1996



Manuel Cordo Boulosa. Vigo, 1996



Former President of the Republic of Portugal, Mario Soares. Vigo, 1996



Mayors of the Heritage Site cities of the Euro-region, 2003



Luis Braga da Cruz and the Couto Mixto represented by the President, Luis Garcia Mañá. Santiago de Compostela, 2011



Manuel Pérez. Ourense, 2005



Luis Valente de Oliveira represented by Arlindo Cunha. Ourense, 2005



Arlindo Cunha, Gerardo Fernández Albor, Fernando González Laxe and Carlos Laje. A Coruña, 2013



Fernando Gomes and  
Júlio Fernandez Gayoso.  
Vila Nova de Gaia, 2007



Delivery s Medals EA presid way by the King Felipe VI and p resident of the Republic of Portugal, Cavaco Silva, to José Palma Andrés, Carlos Beltrán and José Soeiro. A Coruña, 2015



The Eixo Atlântico Gold Medals, in its 25 years of existence to the Founder of The Eixo Atlântico and Former mayor of Porto, Fernando Gomes; the former Director General of Foreign Policy of the European Commission, Eneko Landaburu and the Former President of the European Commission, Jacques Delors. Braga 2017

## INTERNATIONALIZACIÓN



Since 2017 and in the context of the commemoration of its 25th anniversary, Eixo Atlántico launched an internationalisation strategy focused on the transfer of the urban agenda in which Mercosur borders had shown their interest in missions to the Eixo Atlántico territory. Thus, in 2014, a Brazilian government delegation, in which the Prefeito of Bagé Luis Eduardo Colombo, then President of the Commission of Cross-Border Municipalities and Vice-President of the Association of Brazilian Municipalities, participated, carried out a mission to the territory of Eixo Atlántico in which they had the opportunity to learn about the incipient work on the elaboration of the urban agenda. As a result of this trip, in 2017, the SG of Eixo Atlántico was invited to the border between Uruguay (Rivera) and Brazil (Santana do Livramento) to hold meetings with political leaders and universities to analyse the possible transfer of the Eixo Atlántico experience to that territory. During this trip, he also held a meeting in Buenos Aires with the Secretary of State for Border Affairs of the Government of Argentina, Luis Green, on the same subject. Later in 2018, together with representatives of the City Council of Viana do



Castelo, he participated in an exchange programme with the municipality of São Leopoldo, belonging to the metropolitan area of Porto Alegre in Brazil. In 2019, Eixo Atlántico held a training seminar on the border between Argentina (Posadas) and Paraguay (Encarnación) to train political, academic and social decision-makers on the development of a cross-border urban agenda for this cross-border urban continuum.

As a result of all this work, in 2019-20 Eixo Atlántico presented and saw the approval of a first project for an amount of 1 million euros to be developed in the Brazilian city of Santana do Livramento, bordering the Uruguayan city of Rivera. The project includes actions in the areas of circular economy, social integration and waste management, as well as the creation of a joint office on the border and the development of an urban agenda.

In 2021, four exchange projects promoted by the Eixo Atlántico were approved with the cities of Braga, Maia, the Intermunicipal Community of Trás-os-Montes, Lugo and Santiago, together with cities in Canada, Malaysia, Japan and China, a programme that will be developed throughout 2022.



Rivera ( Uruguay ) 2017.



Santana do libramento ( Brasil ) 2017.



Meeting with Luis Green. Secretary of State of Borders of the Government of Argentina (Buenos Aires) 2017.



Rivera (Uruguay) 2017.



São Leopoldo (Brasil), 2018.



The President of the Brazilian Association of Municipalities, Ary Vanazzi (second from right), with the President of the *Eixo Atlântico*, Alfredo García, the Vice-President of the Municipal Chamber of Viana do Castelo, Vitor Lemos, and the General Secretary of The *Eixo Atlântico*, Xoán Vázquez Mao. Santiago de Compostela, 2018



The delegation of São Leopoldo (Brasil) visits Viana do Castelo. 2018.



Delegation of the Brazilian Government headed by the Secretary of Regional Development of Brazil, accompanied by Senior Representatives of the Ministry of Interior of that country and the Vice-President of the association of municipalities of Brazil, at the Tui Police and Customs Cooperation Center, CCPA. Tui, 2014.

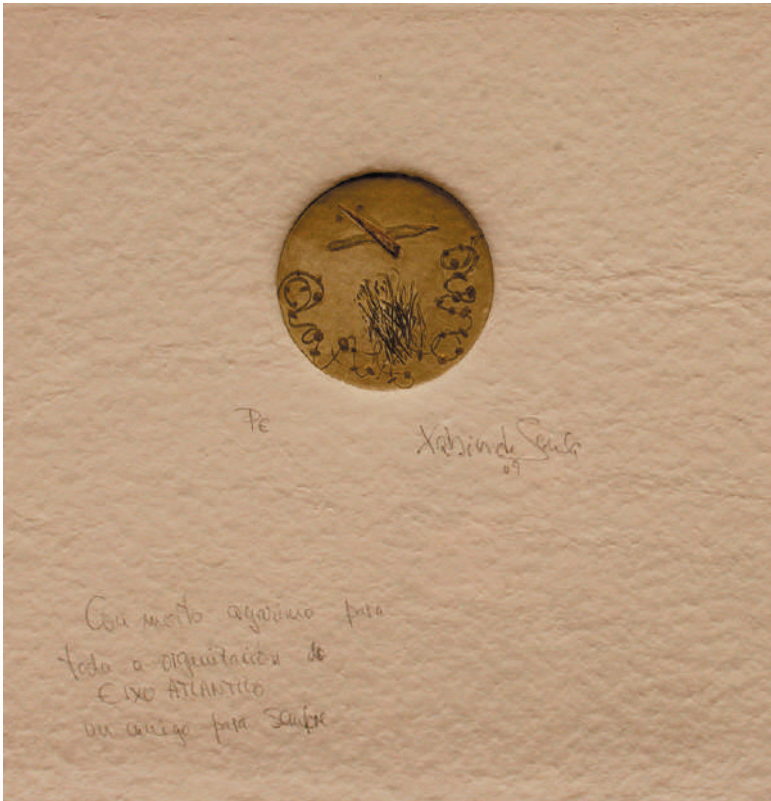


Brazilian delegation, formed by Adriana Melo Alves, from Regional Development Secretariat (SDR), Walber Santana Santos, Director of the Department of Management of Regional Development Programs of SDR, Alex Jorge das Neves, advisor to the National Secretariat of Public Security, and Luís Eduardo dos Santos Colombo, prefeito of Bagé, do Estado do Rio Grande do Sul, visit the Eurocity Chaves-Verin, 2014.



# ART IN THE EIXO ATLÁNTICO

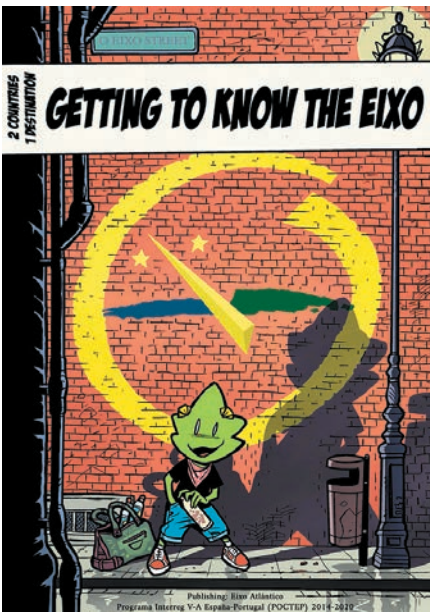
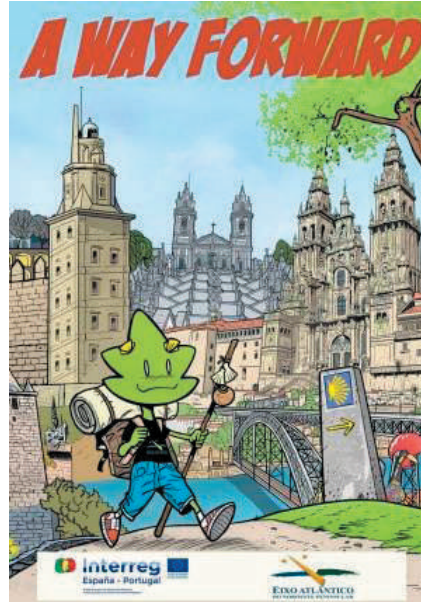
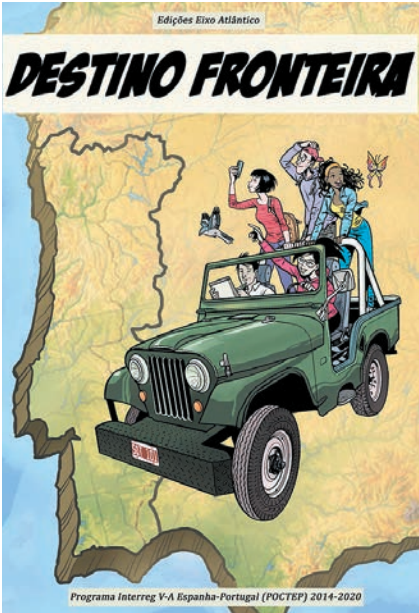
## ENGRAVING



Eixo Atlântico Gold Medal's Die. Xavier de Sousa.



CÓMIC





POSTERS

**I ENCONTRO** de Antigüidades e Coleccionismo da Eurorrexión

do 5 ó 10 de outubro de 2015

Sede do IFundación en A Coruña, Cantón Gondiz, 8, 15003 - A Coruña

**HORARIOS:**  
 Luns 5 de 17:00 a 21:00  
 Martes 6 a ventres 9 de 11:00 a 21:00  
 Sábado 10 de 11:00 a 19:00

DEPOIS DA MARCA, O REGRESSO AO MODELO

MUSEU NACIONAL DE CIENCIA E TECNOLOGIA

A CORUÑA, 23 E 24 DE OUTUBRO DE 2014

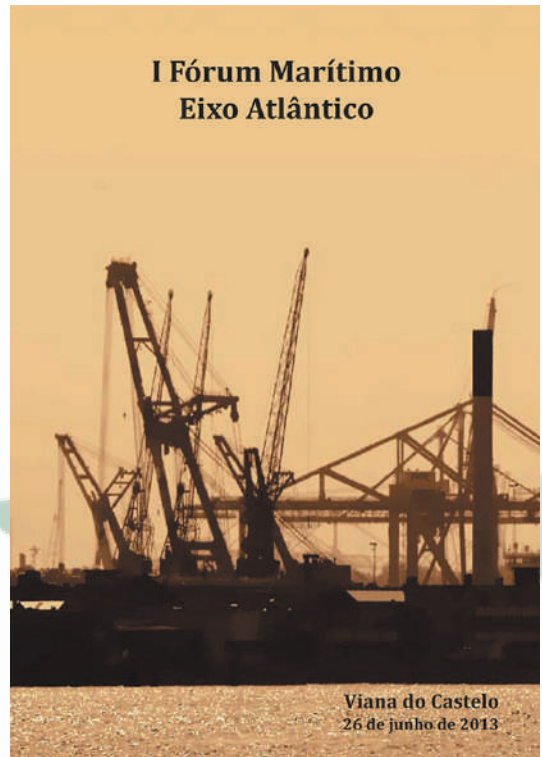
**CIDA DE SÉC XXI**

**LUGO**  
3 al 6 OCTUBRE 2013

**expo ciudades**

**DOS PAISES, UN DESTINO**

**Concello de Lugo** **EXOATLANTICO** **XUNTA DE GALICIA**





Galiza, Norte de Portugal:  
duas regiões,  
**uma euro-região**  
construindo a  
Europa dos cidadãos

**EURO ATLANTICO**  
UNION TRANSFRONTALIERE

*Galiza*  
  
*Norte de Portugal*

Portugal Espanha  
Cooperação Transfronteiriça  
**INTERREG III A**  
SUBPROGRAMA NORTE PORTUGAL - GALIZA

**INTERREG III A**  
Cooperação Transfronteiriça  
Espanha Portugal

**UNIÃO EUROPEIA**  
Fundo Europeu  
de Desenvolvimento Regional



PAINTING



Picture by Xavier Magalhães for its 10th anniversary. 2002.



Painting of Xosé Luis Otero Becerra for the 20th anniversary of the Eixo Atlántico. 2012.



Painting of Xosé Luis Otero Becerra for the 25th anniversary of the Eixo Atlántico.



Screenprint of Xosé Luis Otero. 2017.



Screenprint of Xosé Luis Otero. 2015.

SCULPTURE



Work of José Manuel García, "Grangel".



Trophy Musical Exhibition. By Manuel Romero.

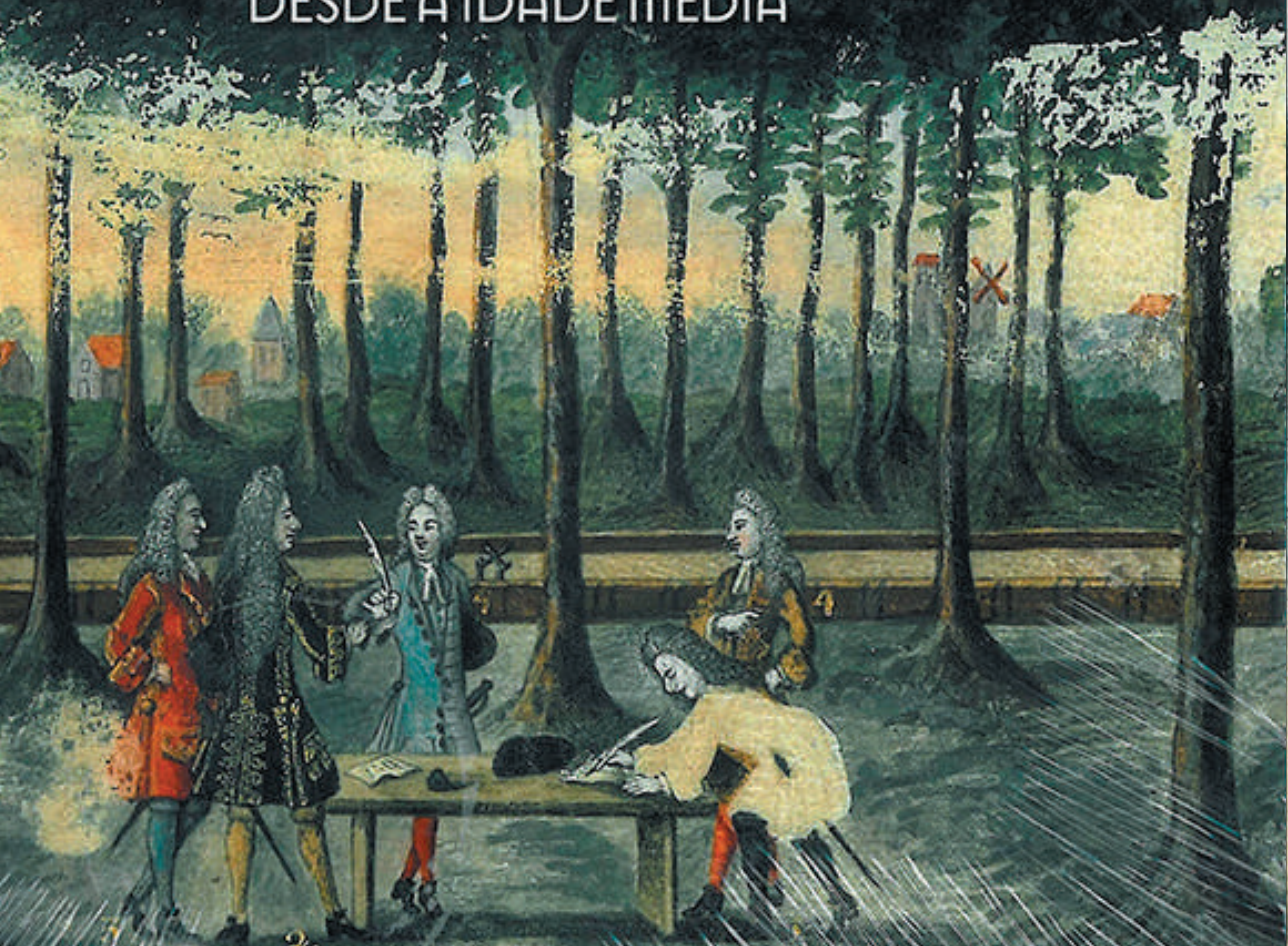


Trophy from the *Eixo Games* at Vila Nova de Gaia.  
Work of Margarida Santos.



Commemorative sculpture of the 20 years of the *Eixo Atlântico*.  
Work of de Xosé Luis Otero.

ENCONTROS E  
DESENCONTROS  
IBÉRICOS  
=  
TRATADOS  
HISPANO-PORTUGUESES  
DESDE A IDADE MÉDIA



EUROPE  
AND THE SEA  
VOCATION AND DIALOGUE

EUROPA  
Y EL MAR  
VOCACIÓN Y DIÁLOGO

L'EUROPE  
ET LA MER  
VOCATION ET DIALOGUE

A EUROPA  
E O MAR  
VOCAÇÃO E DIÁLOGO



## PUBLICAÇÕES SINGULARES

Em colaboração com o IFDR (Instituto Financeiro para o Desenvolvimento Regional, instituto português), e por iniciativa do seu presidente José Soeiro, em 2006, editou-se aquele que provavelmente seja o livro de re-ferência mais importante em matéria de relações trans-fronteiriças: *Encontros e Desencontros*. Este livro revê a relação histórica entre Espanha e Portugal, através do único instrumento objetivo de análise: os Tratados entre ambos os países. Este livro, esgotado há vários anos, só é possível consultá-lo em algumas bibliotecas ou no próprio Eixo Atlântico.







■ HANDBALL



Handball Competition. 2002.

■ BEACH VOLLEYBALL



Beach volleyball  
Competition.  
Vila Nova de Gaia. 2009.

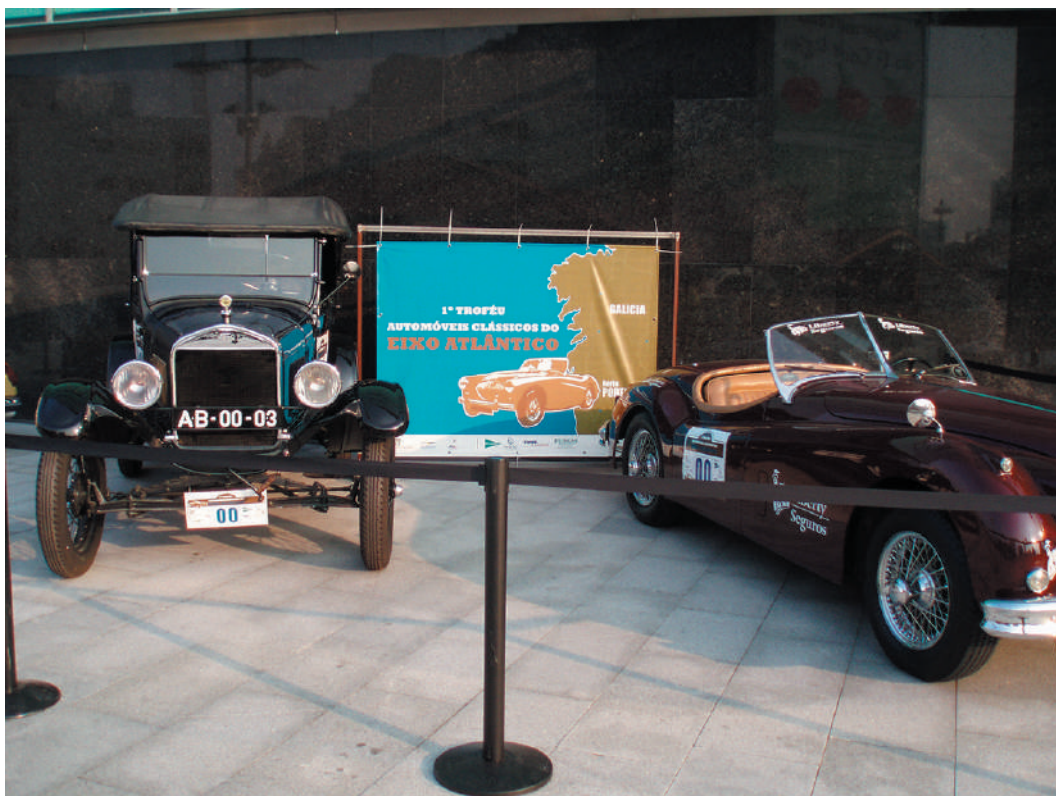


■ BOATS TRACE *EIXO ATLÁNTICO*. 1994





■ CLASSIC CARS



1 Trophy of Classic Cars. 2007.



■ NARRATIVE AWARDS.



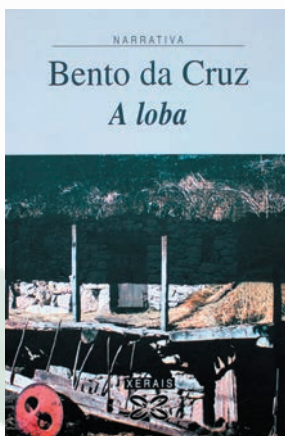
1ST EDITION

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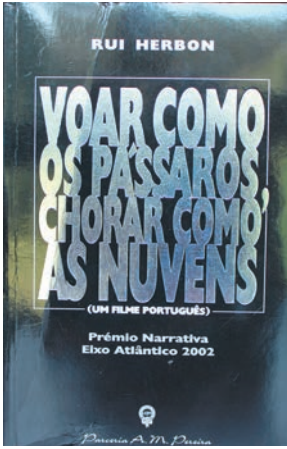
2ST EDITION

Xosé Méndez Ferrín at the awarding prize act.



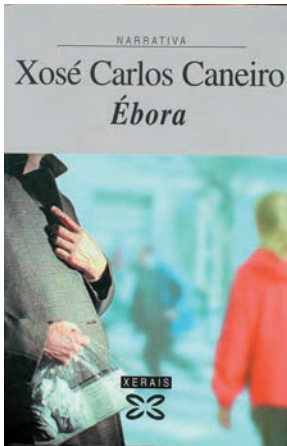
3ST EDITION

Bento da Cruz.



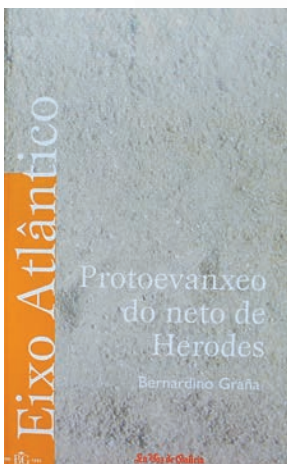
5ST EDITION.

Rui Herbon.



4ST EDITION

José Carlos Caneiro.



6ST EDITION.

Bernardino graña at the awarding prize act.



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**AMARANTE**



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Ricardo Rio  
**BRAGA**



Hernâni Dias  
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**CULLEREDO**



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**NARÓN**



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# URBAN SYSTEM OF THE CITIES OF THE EIXO ATLÁNTICO

