

2023/2024



FRONT COVER

Author: Leonardo Rial Otero, born in Cangas in 1953

Title: no title

Year: 2008

Second prize and best Galician work at the 8th Edition of the Painting Biennial,
2008-2009

PUBLISHER

Eixo Atlántico do Noroeste Peninsular

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Layout: Dubidú Estudio Gráfico

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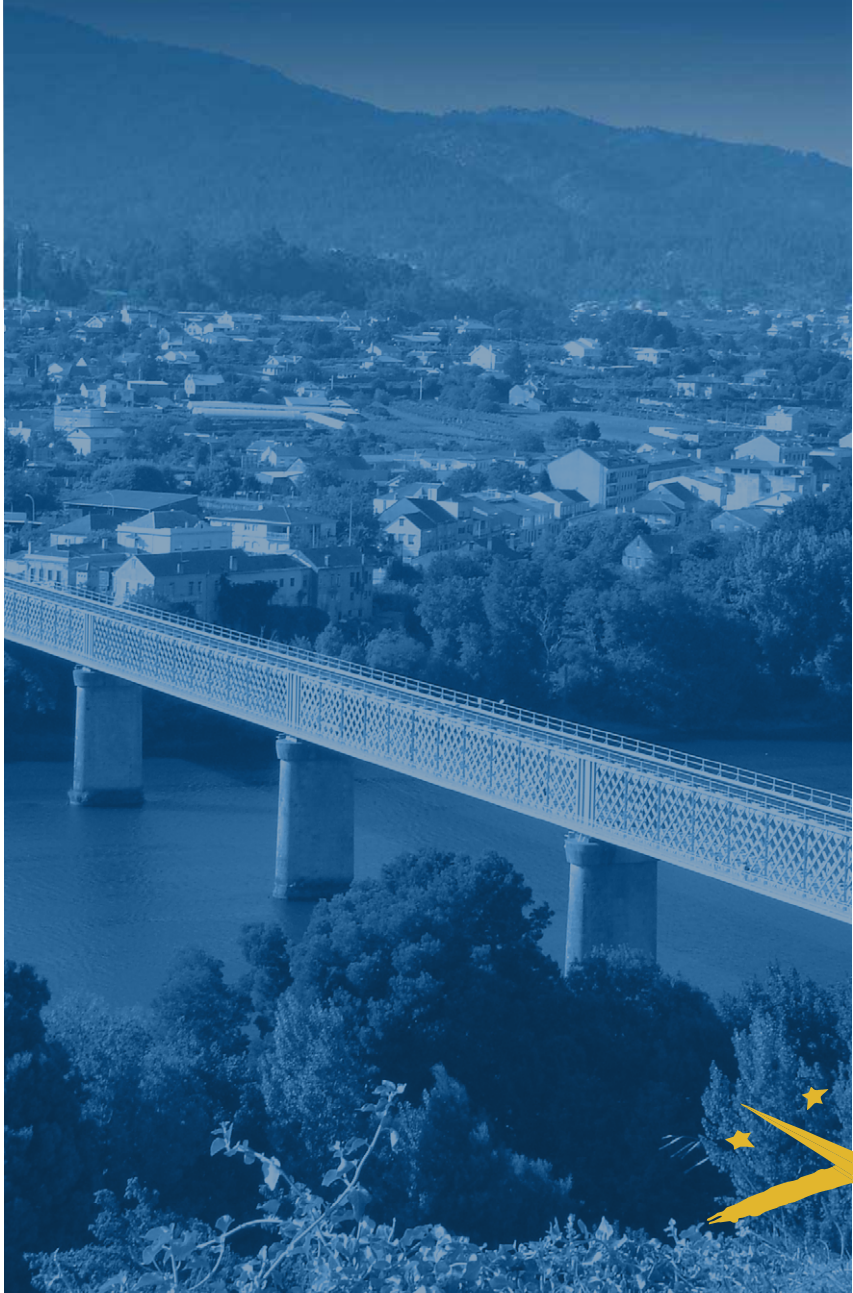
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HISTORY



Building a solid and united Europe that grows based on social rights

It was the early 90s and there were plenty of leaders in Europe. Felipe González, François Mitterrand, Helmut Kohl, Mario Soares.... one of them was the leader of Europe itself: Jacques Delors. They were all staunch pro-Europeans. It was in this context that Delors (then President of the European Commission), launched a battery of strategic measures to build a solid and united Europe that would grow based on social rights, respect for the environment, and a commitment to innovation. These were the days of the famous mantra, "growth, competitiveness, and employment". It was also the time of the "Europe 2000" document, which proposed a new arrangement of the European territory, in which the Euro-regions appeared for the first time.

On 28 September 1992, through the constituent treaty of Viana do Castelo, and under the presidency of the President of the Portuguese Republic, Mario Soares, a cross-border city association was formed between Galicia and the North of Portugal which, in time, would become the urban system of the nascent Euro-region and which, over three decades later, constitutes the only organised cross-border urban system in the whole of the European Union.



Mario Soares, President of the Portuguese Republic at the constitution of Eixo Atlântico. Viana do Castelo, 1992

On 28 September 1992, a cross-border association was created between Galicia and the North of Portugal



General Assembly in Porto's Camara Municipal to proclaim Porto as a World Heritage Site. 1997

In 1995, the foundational plans for the future Eixo Atlántico were laid out: to bring Eixo closer to the citizens

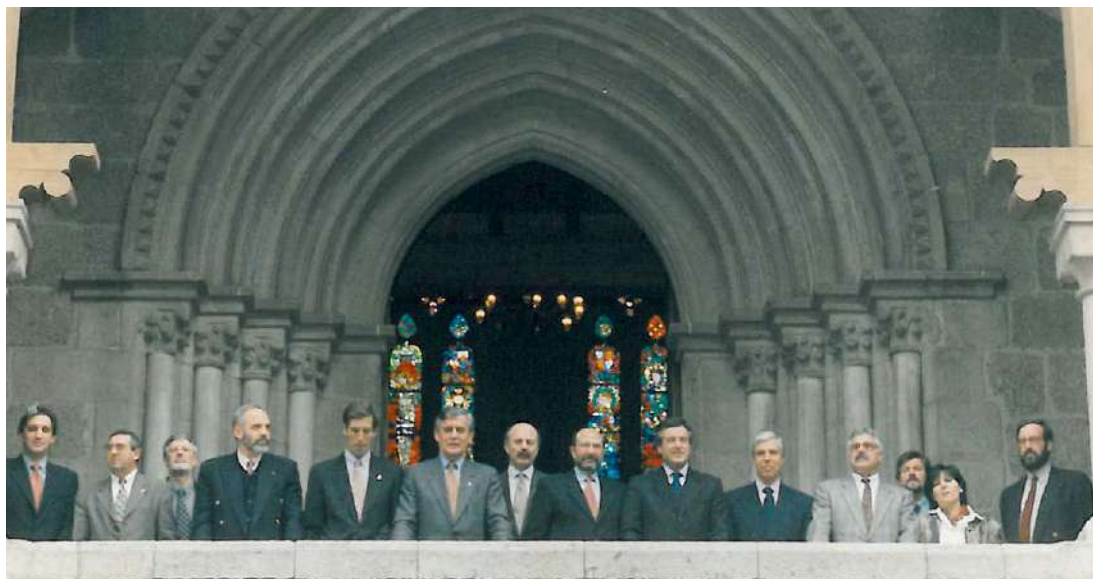
In 1995, the foundational plans for the future Eixo Atlántico were laid out: bringing Eixo closer to the citizens through cultural and sporting programmes, with a special focus on the younger members of society; opening up debate in society; and progressively becoming a think tank for issues tied to local and regional development and cross-border cooperation. Of course, it also sought to build a lobby in Europe that would enable it to influence the configuration of cooperation policies, at a time in which Jacques Delors was leading a collaborative and promising European construction project.

Thus, the Eixo Atlántico Games, whose last edition, in 2022, included as many as 2200 participants, and the Eixo Atlántico Painting Biennial were born. The first Eixo Atlántico Strategic Study was carried out.

For the first time in Europe, a Euro-region had a roadmap for the following decade, rigorously created and debated with the people; it was a clear and pre-emptive example of what the European Commission would define years later as "governance".



Manuel Fraga Iribarne, President of the Regional Government of Galicia. Vigo, 1996



General Assembly of Eixo Atlântico in Guimarães in support of its World Heritage Site nomination. 1997

This first phase would produce some of the success stories that would positively impact the future of Eixo Atlântico in years to come. A philosophy was created based on the concept of cities that were competitive by nature cooperating through political will.

It was also during this time that Eixo advocated the nominations of Guimarães and the Roman Wall of Lugo as World Heritage Sites, which were

later approved, arguing that that which benefits one of us, benefits all of those who constitute the urban system of the Euro-region. Political events supporting both nominations took place in Guimarães and in Lugo. Years later this support was replicated for the nominations of A Coruña's Tower of Hercules, Bom Jesus in Braga, the Ribeira Sacra in Lugo and, more recently, the nomination of Ferrol, "Ferrol of the Enlightenment".



Official opening of the exhibition on the history of the Euro-region. Lugo 2001

In this period, the connection of the Atlantic motorway with the A3 in Valença was completed, linking Lisbon and A Coruña by motorway for the first time, in what constituted the first great political success story of Eixo Atlántico and the first great reference for territorial cohesion in the Euro-region. New connections would come later in the Euro-region, specifically between Chaves and Verin, with a link that united the province of Ourense and Lisbon by means of an inland motorway.



Cristina Narbona, Spain's Minister for the Environment, Rui Baleiras, Portugal's Secretary of Regional Development, Emilio Pérez Touriño, President of the Regional Government of Galicia and Xosé Sánchez Bugallo, Mayor of Santiago, at the signing of the Aalborg Charter, Santiago de Compostela, 2006



Meeting of the City Councils of Eixo Atlántico in the process of the drafting of the joint Agenda 21.

This period was also characterised by a strong drive for research in the territory, applied to the development of the Euro-region and to the planning for the efficient use of European funds for the period of 2000-2007. The second strategic studies were drafted, introducing the concept of sustainability as a broader and more strategic vision.

Agenda 21 was developed, for the urban strategic planning and the development of key instruments such as the plans for sustainable mobility. This process gave rise to Eixo Atlántico's Urban Ecology Agency (Eixoecologia), which still provides environmental consultancy services for the associated city councils.

For the first time in Europe, a joint process for the cross-border elaboration and implementation of

INFRASTRUCTURE



ROAD INFRASTRUCTURE

In 1998, Presidents Guterres and Aznar officially opened the connection in Valença. The bypassing of Vigo, which would provide a motorway route from Ferrol to Lisbon, would have to wait until 2005. But motorway travel from Vigo to Porto was now possible.

Eixo Atlântico also advocated the city of Bragança's long-time aspirations to have a road connection with Puebla de Sanabria, which acquired strategic importance with the operation of the AVE between Madrid and Galicia.

Motorway travel between Vigo and Porto has been possible since 1998

António Guterres, Portugal's Prime Minister and Jose María Aznar President of the Government of Spain, at the inauguration of the Vigo-Porto motorway, Valença do Minho 1998



Eixo Atlántico's Strategic Objectives Meeting. Vigo, 1996



General Assembly 2018, Maia

The political changes occurring in the two countries meant that the constant advocacy of railway connections was necessary. These were years of constant global change. 9-11, the attack on the Twin Towers in New York and the Pentagon in 2001, and its immediate consequences, the second Gulf War, Iraq and Afghanistan, changed the world and geopolitics as we knew them. The entry into force of the Euro bolstered the political concept of Europe, coinciding with the dawn of a new century.



Fernando Gomes, President of Eixo Atlântico with Portugal's Prime Minister, Cavaco Silva. Lisbon, 1994

Eixo Atlântico prepares its cities for a multifactorial future, promoting innovation, culture, and regional and local development

The terrorist attack in Madrid in 2004 ushered in a new era of indiscriminate attacks on the civil population that would radically alter internal security systems across Europe, at the risk of progress in terms of free circulation in the Schengen framework.

Another serious problem had been mounting and was close to breaking point: while Eixo Atlântico was preparing its cities for a multifactorial future promoting innovation, culture, regional and local development, urban politics, sustainability, and research as factors in a harmonious and united local urban development, a severe economic crisis came to a head that would plunge the first world into a tailspin the likes of which had not been seen since the crash of 1929.



Atlantic network meeting in France promoted by Eixo Atlântico to stimulate marine tourism

Spain and Portugal, at the frontline of this tsunami, were two of the worst affected countries and were forced to take more drastic measures, radically cutting their public budgets. In this context, with barely any time to respond, Eixo Atlántico was forced to refocus its entire strategy, adapt to a war economy and focus on a way out of the crisis, both on a city and Euro-region level, and create firebreaks, that is, mechanisms that strengthen cities to prevent similar situations from occurring in the future and create more resilience. The magic formula was in networking and cooperation; together, stronger.



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



Manuel Pérez, Mayor of Vigo, Fernando Gomes, Mayor of Porto, and Francisco Vázquez, Mayor of A Coruña at one of Eixo's first constitutive meetings in Vigo

The good news was that the crisis had tested the structural resilience of Eixo Atlántico, which — faced with a tsunami that took with it a large part of the existing strategic architecture — not only survived, but adapted to the new situation and even grew its membership, without foregoing its DNA: social and political policies, and applied in-field research.

Eixo Atlántico survived the crisis, but it used the tough times to reflect, learn from the mistakes made and reinvent itself to suit a Europe that was different from the one that had fostered its foundation.

The graffiti someone scrawled on a wall in Bogota provides us with a more graphical explanation, in the words of the great Uruguayan poet Mário Benedetti: "Now we know the answers, the questions change".

The first tactic is to favour expansion. Many cities grew during the crisis and have become members of the urban system. The fiercer the storm, the more boats seek refuge in a safe port.



General Assembly. Lugo, 2023



From left to right, Ricardo Rio, President of Eixo Atlântico, Lara Méndez, Vice-President, Antonio Costa, Prime Minister of Portugal and Xoan V. Mao, General Secretary of Eixo Atlântico. Braga, 2017

Thus, the emerging cities sought cover from Eixo for its protection and to gain strength. Eixo's expansion ended with 38 associates, in 2017, which means that in 15 years, the number of members practically tripled from the initial 13. The project is becoming increasingly solid and viable. In 2024, there will be 42 associated entities and cities.

Eixo Atlântico continues to grow after the crisis caused by the pandemic, bringing together today's 42 cities and entities

But the concepts must be changed. We can no longer talk of infrastructure, but of transport, and we cannot talk about transport without talking about maritime policies. Because we cannot talk about tourism without talking about sustainability, and the conservation of heritage, nature and, of course, culture. Because nor can we talk about progress without employment, nor employment without competitiveness, nor competitiveness and growth without R+D and without innovation.

This is the new, post-crisis equation, on which Eixo Atlântico got to work as soon as we were aware of the dimensions and consequences of the crisis. Because you can come through a crisis, but only when you are stronger, and the Eixo Atlântico urban system had the conditions and desire to be the strongest.



Eixo Atlântico leaders at European forums



Eixo Atlântico's Urban Agenda Conference. Braga, 2017

The emerging cities seek cover from Eixo Atlântico to gain protection and strength

With the strengthening of all facets the expansion entailed, Eixo Atlântico embarked on a multi-factorial strategy:

- 1.** Railway connections, both passenger and freight.
- 2.** The promotion of The Portuguese Way (Caminho Portugues de Santiago).
- 3.** The stimulus of that which constitutes our collective DNA and which reinforces the generation of critical mass, the true backbone of cooperation and economic development: culture, sport, education, and training continue to make up Eixo's priority initiatives.
- 4.** The improvement of living conditions in border populations, stimulating the creation of combined health resources, and the coordination of those already in existence to prevent their closure due to a lack of resources or population. The establishment of cross-border inter-urban transport, and the creation of combined security structures.

In 2015, the Heads of State of Spain and Portugal participated in the adjournment of Eixo Atlántico's General Assembly and presented the entity with gold medals



The Mayors of Eixo Atlántico with the King and Queen of Spain, the President of the Portuguese Republic, President of the Regional Government of Galicia and members of the Spanish and Portuguese governments. A Coruña, 2015

And so, 2015 began with an event that marked a turning point in the history of Eixo Atlántico: the Heads of State of the two countries, King Philip VI and President Cavaco Silva, jointly presided Eixo Atlántico's General Assembly in A Coruña and presented the entity with Gold Medals. For the first time in the history of the European borders, two heads of the respective States jointly presided a cooperative non-governmental cross-border event. At the assembly, Eixo Atlántico began its transition from the old cooperation model to the new concept of joint local development.

From that moment on, Eixo Atlántico has demonstrated that it is flexible, resilient, and adaptable to new challenges. Thus, during the 2020 and 2021 pandemic, Eixo Atlántico gathered its mayors in a historic Conference of Mayors and Mayoresses, in which a new direction was established for the entity towards a model that was more permeable to the needs of the local councils and the inhabitants of the Euro-region, creating new structures such as the Policies Commissions, which propose solutions in the fields of the economy, sustainability, and social innovation.

The following chapters discuss in detail the achievements of Eixo Atlántico throughout its history.

BRAGANÇA CONNECTION WITH THE SANABRIA AVE STATION IN THE PRESENCE OF THE REGION OF CASTILE AND LEÓN'S DEVELOPMENT COUNCILLOR

In 2019, in the presence of representatives from Castile and León, Portugal's President of Infrastructure (IP), the mayor of Bragança, Hernâni Dias, and General Secretary of Eixo Atlántico Xoan V. Mao, an agreement was reached that ended the deadlock over roadworks on the route from Bragança to Puebla de Sanabria via Rihonor, which contributed to the resolution of one of Eixo Atlántico's historic aspirations.



Meeting in Bragança between the President of the District Council of Bragança and the General Secretary of Eixo Atlántico with Castile and León's Development Councillor and Portugal's President of Infrastructure (IP) to end the deadlock over improvements to the road between Bragança and Puebla de Sanabria. 2019

The new road between Bragança and Puebla de Sanabria was one of Eixo Atlántico's historic grievances



AVE station in Otero de Sanabria to which the new Bragança-Sanabria road would connect, providing a high-speed exit route for inhabitants of Tras-ós-Montes

This work allowed the Portuguese village of Bragança and the entire north-west region of Tras-os-Montes to be connected to the AVE on its way through Otero de Sanabria. This connection, estimated at around 20 minutes, would have a profound economic impact on both the province of Zamora and the region of Tras-os-Montes (Portugal), in terms of both industry and tourism; this impact was also expected to extend to the province of León.

SCUT TOLLS

In 2009, the second government of José Sócrates in Portugal, then immersed in the crisis that brought about the country's financial rescue, was forced to implement tolls on the so-called SCUTs (free-to-use roads), which operated free of charge through the so-called shadow-toll. The payment system that was devised was so poor and complex that it led to a fall in Spanish tourism due to the material impossibility of making the payments. The impact on the North of Portugal, the first territory in which the initiative was implemented, was drastic: a fall of 40% in the services sector in the first year of the measure's implementation.



Press conference in Viana do Castelo with Portuguese and Galician authorities to solve the problem of the payment of the toll for foreigners

Portugal's Secretary for Infrastructure meets with Eixo Atlántico to solve the problem of payment on the SCUTs



More than 30 accredited Galician and Portuguese media agencies at the press conference

At the behest of the mayor of Viana de Castelo, who led the opposition to the measure, Eixo Atlántico assumed the leadership of the opposition movement, which was joined by corporate organisations, the Regional Government of Galicia, and even the CCDRN, despite the limitations entailed by its organic dependency on the government that implemented the measure.

Two years later, the Portuguese government accepted Eixo Atlántico's proposal to apply the European Directive on the interoperability of systems for toll payments, which no European country had applied in the decade that had passed since its approval, solving the problem of the tolls and becoming the first European territory to implement said Directive. The battle would never have been won without the close and continuous inclusion of the media, which nullified the effect of the border.

ELIMINATION OF MOBILE ROAMING FEES



It is also in this context that Eixo Atlántico promoted a Europe-wide campaign, in collaboration with the consumer organisations, as well as over 10 countries, collecting over 117,000 signatures in one month on the platform www.change.org, in support of the stance of the European Parliament and the European Commission on the abolishment of mobile roaming fees in the European Union. The campaign ended after the agreement for its abolishment, in June 2017, in what was an historic victory across Europe.



RAILWAY INFRASTRUCTURE MODERNISATION



Portugal's Minister of Planning and Infrastructure, Pedro Marques, with Secretary of State Guilherme Oliveira, Portugal's President of Infrastructure, Antonio Laranjo and the President of the Camara Municipal of Viana do Castelo, José María Costa and the General Secretary, Xoan V. Mao, at the signing of the first contracts for the electrification of the "Minho Line". Viana do Castelo, 2016

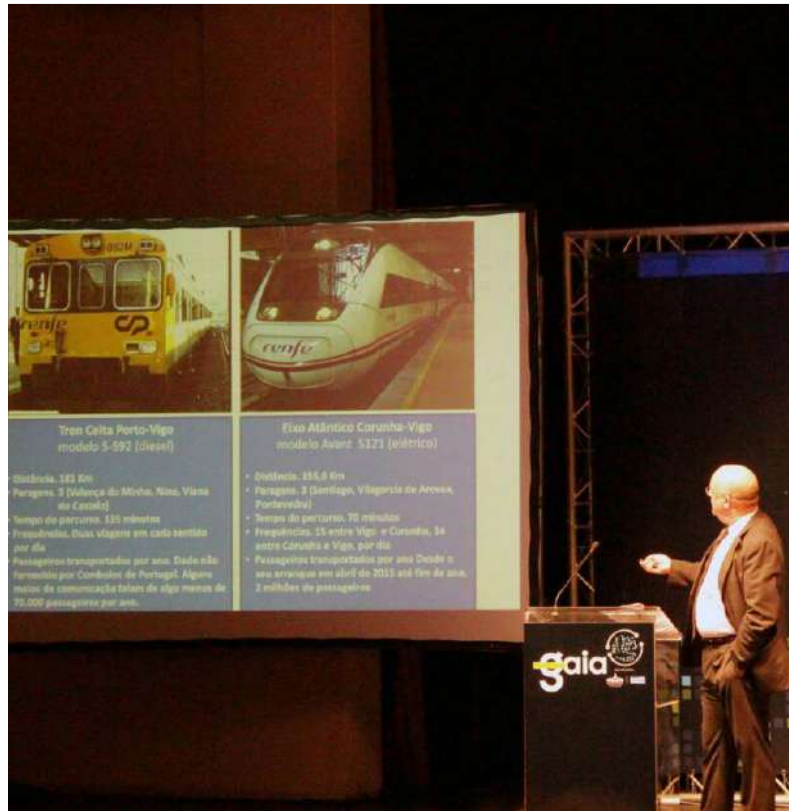


The Celta train that joins Vigo and Porto with diesel engines, compared to the modern electrical lines that join Vigo and A Coruña. Vigo-Guixar Station. 2015

Once the connection of Portugal and Galicia by motorway had been finalised, Eixo Atlántico focused on what will now always be associated with its name, the advocacy of the modernisation of the Lisbon-Coruña-Ferrol railway line. The Portuguese government worked on the option of the "T deitada" (flat T), with a vertical axis between Lisbon and Vigo (extendible upon the arrival of Spain's AVE, which in its beginnings was conceived as an L, arriving in Vigo along the Miño and continuing north to Ferrol) and a transversal exit from Porto towards Salamanca, and from there to Madrid, Barcelona, and France, following the future high-speed plans in Spain.

The international connection, called Porto-Vigo at the time, was designed in the AVE/TGV format between Braga and Vigo. While no advances were being made on the Spanish side, the Portuguese government approved the process, in compliance with the agreement reached by Eixo Atlántico's Executive Commission with Prime Minister António Guterres. This was the start of Eixo Atlántico's railway strategy, which has occupied the last 25 years.

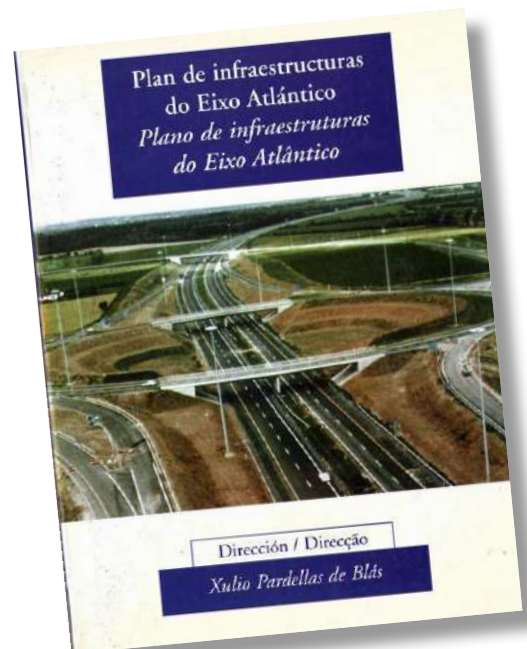
In 2015, CP and RENFE announced the closure of the only line that joined Vigo with Porto, although it would not be in the near future. Eixo Atlántico led the political, corporate and social mobilisation, which resulted not only in the line remaining open, but in its electrification. In 2023, Portugal's Prime Minister Antonio Costa made the inaugural journey on the intercity train that joins Valença (a border settlement in Galicia) with Lisbon.



Forum on infrastructure in the Euro-region organised by the Jornal de Noticias newspaper. Gaia, 2016

MAP OF INFRASTRUCTURES

However, since there is life beyond trains, and they cannot be presented as a global vision of the territory, the map of infrastructures was created, a document that contains all of the Euro-region's development needs. It was the first time in Europe that all the mayors had very actively participated in the drafting of a joint document in which, by pursuing their needs as a group, they also pursued their individual needs.





Eixo Atlántico's Vice President, Luísa Salgueiro and the General Secretary, Xoán Vázquez Mao, introduce Eixo Atlántico's second infrastructure package to the Portuguese Minister of Planning and Infrastructures, Pedro Marques. Lisbon, 2019

Eixo Atlántico's map of infrastructures began a journey that took it from the offices of national governments to those of Commissioner Barnier, in the European Commission, passing through the Presidency of the Regional Government of Galicia, and of the CCDRN, the Coordination Commission for Regional Development in the North, and becoming a flagship document on the planning of

infrastructures and, therefore, on the organisation of the territory, for all governments involved. But it also became a touchstone in governance and joint territorial concepts from the mayors associated with Eixo Atlántico. The structuring of the Euro-region was always a significant factor, with infrastructure as its main focus.



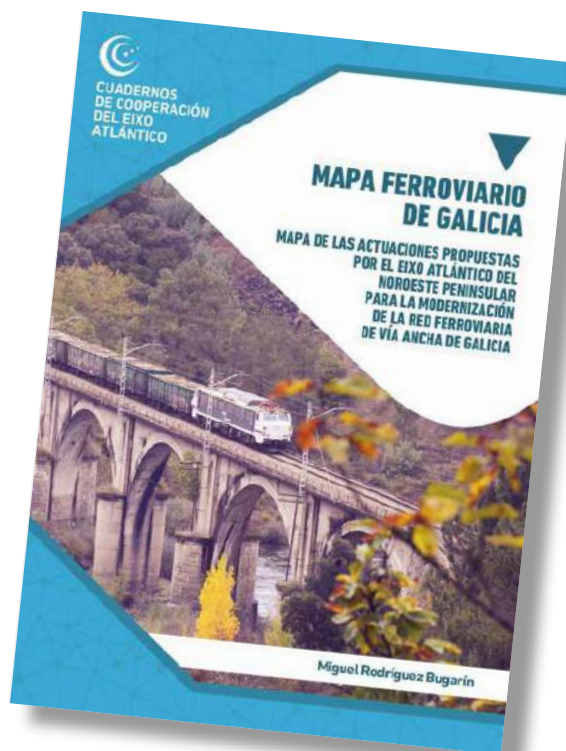
Meeting between the President, Vice-President and Secretary General, José María Costa, Severino Rodríguez, and Xoan V. Mao, respectively, with the Spanish Minister for Development, Ana Pastor. Pontevedra, 2012



From left to right, António Costa, Prime Minister of Portugal; Xoan Vázquez Mao, General Secretary of Eixo Atlántico, and Jose María Costa, mayor of Viana do Castelo, at the official inauguration of the circulation of electric trains on the Viana do Castelo - Valença branch. 2021

In July 2021, Eixo Atlántico of the Iberian Northwest presented the Galician Railway Map, for the modernisation of the Galician railway network, in order to consolidate the Atlantic railway axis while championing Galicia's geo-strategic and geo-maritime position.

Among the various proposals for the entire Galician territory, the Galician Railway Map advocates the consolidation of the Vigo-Ourense-Monforte line, with Ferrol/Coruña, Lugo, Monforte, the main axes linking to the Inner Plateau and Europe, and the connection between Ferrol and the Portuguese border. The Galician Railway Map places its focus for action on the transport of freight and seeks to stimulate the economy through employment, considering this report as the most viable, sensible, and pragmatic alternative, not only for long-distance journeys, but also for medium distances.



THE MINHO LINE AND A NEW HIGH-SPEED FERROL-LISBON LINE

After the start of modernisation work on the Miño line, Eixo Atlântico planned a second inland line, with a connection to the Sá Carneiro Airport and a layout that allows for better service and high speeds, in order to connect Lisbon to Ferrol.



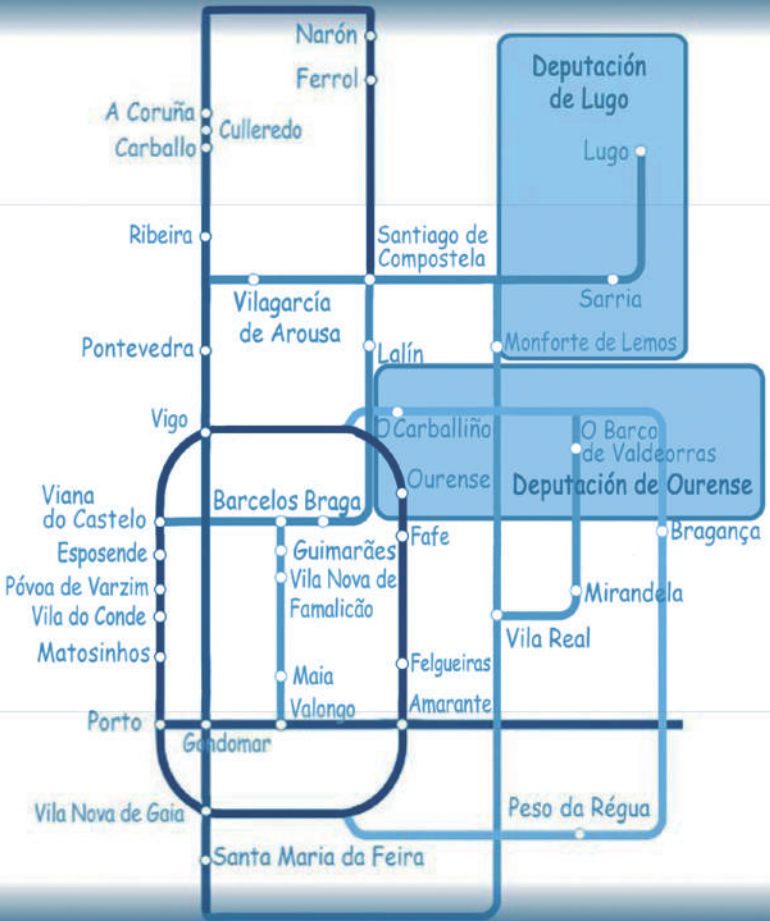
The Portuguese Minister of Infrastructures, Pedro Marques, and the General Secretary of Eixo Atlântico talk in the presence of the mayor of Viana do Castelo, José Maria Costa, at the signing of the first contracts for the improvement of the Minho line. Viana do Castelo, 2016



Portugal's Prime Minister, António Costa, with the General Secretary of Eixo Atlântico, Xoan V. Mao, at the official inauguration of the circulation of electric trains on the Viana do Castelo - Valença branch. Viana do Castelo, 2021

In 2022, the Portuguese government announced its intention to build a High-Speed line between Lisbon, Porto, and Valença do Minho, which would link with Vigo, via Vigo's 'South Exit'. In its Investment Plan, it quantifies the work to be carried out, expecting its conclusion to be in 2030. This will allow the Atlantic coast of the Iberian Peninsula to be connected from Ferrol to the Algarve, one of Eixo Atlântico's oldest proposals.

GENERAL SECRETARY



EURO-REGION OF KNOWLEDGE



Debate at the Conference on Eixo Atlántico's Second Strategic Study, moderated by Manuel Campo Vidal, President of the Spanish Academy of TV, in which former Ministers Luis Braga da Cruz, Abel Caballero, Valente de Oliveira, and Daniel Bessa participated, as well as the President of the Regional Government, Fernando González Laxe

It is difficult to present models or proposals for development without backing them up with the rigour that only comes from data, its analysis, and the studies derived from it. Since its foundation in 1992, Eixo Atlántico has produced over 200 strategic studies and reports linked to all fields of the Euro-region: territorial organisation, transport, creative industries, sports, education, tourism, strategic planning, etc., making it one of the European entities with the most knowledge at the service of its cities, something that is reflected in the concept of "a Euro-region of knowledge", making its think tank a cooperative department supporting the decisions of the municipal leaders and administrators.

In 1995 it produced its first strategic studies, which defined the conceptual framework to be applied in the territory of the new European policies that were being introduced in the field of regional development: cross-border cooperation and urban politics.

In 2003, the second strategic studies were drawn up, which revised the development in that decade, adapting it to a new era that was defined by the attack on the Twin Towers and to a new global scenario, different to the one we used to know.

Eixo Atlántico has produced over 200 reports and strategic studies



In 2015, after the economic crisis, which would change the rules of the game once more and transform Europe, it drew up its Urban Agenda, the first cross-border urban agenda, in the framework of the European urban agenda; a strategic document that proposed the policies to be developed during the following decade to strengthen local development, democracy through governance, and transparency, and to bolster civil society and its local institutions and city councils, in order to prevent situations such as those that had occurred in the preceding six years.

An exercise in multilevel governance, these documents were debated with the representatives of all sectors of all cities in the Euro-region; institutional, social, economic, cultural, and academic.



Meetings between experts during the process of drafting the urban agenda and the action plan

CONFERENCES

VIGO CONFERENCE, 1996

The conference debating the proposals with society, brought together the leaders of all sectors of the Euro-region in Vigo. It was officially opened by the then minister and subsequent President of the Spanish Government, Mariano Rajoy. The closing ceremony was presided by the President of the Regional Government of Galicia, Manuel Raga. At this conference, when the Eixo Atlántico Medals, which recognise people or institutions that carry out important work promoting cooperation and construction in the Euro-region, were awarded for the first time.



Speech by Spain's Minister of Public Administrations, Mariano Rajoy. Vigo, 1996



OURENSE CONFERENCE, 2005

With a strong drive for research in the territory applied to the development of the Euro-region and to the planning for the efficient use of European funding from the period from 2000 to 2007, the document was debated at a conference, which again brought together 500 social, economic, political, academic, and cultural leaders of the Euro-region, this time in Ourense in 2005.





BRAGA CONFERENCE, 2017

By now, Eixo had gone through its great expansion and the political, social, and economic leaders of its 38 member cities met once again in Braga to discuss the first cross-border urban agenda at a conference that was officially closed by Portugal's Prime Minister, António Costa.



António Costa, Portugal's Prime Minister, officially closes the conference debating Eixo Atlántico's urban agenda. Braga, 2017

INTERNATIONAL RELATIONS

EUROPE



The President of the European Commission, Durão Barroso, speaks at the European Borders Conference. A Coruña. 2012

In 2009, Eixo Atlântico held the first Iberian Borders Conference in Guimarães, it was attended by over 200 people from all the organisations working in the border territories, something they have since done together.

Subsequently, in 2012 the first European Border Conference was held in the city of A Coruña. Representatives of all the cross-border organisations in the EU participated in the conference, which was officially opened by the President of the EC, Durão Barroso, via video link.



Spanish minister Elena Salgado and Portuguese minister Nunes Correia at the Conference on "2nd Generation Cooperation". Guimarães, 2009

ARGENTINA



A meeting with Luis Green, Secretary of Borders in the Argentine Government (Buenos Aires) 2017

The cooperation for the development that drives the European Commission is a wonderful instrument for transferring Eixo Atlántico's experience and acquiring new knowledge for application in the territory. In 2020, a globalisation process began, which has so far developed on 2 stages:

BRAZIL AND URUGUAY

In 2014, a government delegation from Brazil, which included the Governor of Bagé, Luis Eduardo Colombo, then President of the Cross-Border Municipalities Commission and Vice-President of the Association of Municipalities of Brazil, undertook a mission to Eixo Atlántico's territory, during which he had the chance to see the incipient work on the creation of the Urban Agenda. As a result of this

trip, in 2017, the General Secretary of Eixo Atlántico was invited to the Uruguay's border (Rivera) with Brazil (Santa do Livramento) to hold meetings with the correspon-



Presentation of the first cross-border urban agenda in Mercosur. 2022



Official opening of the first cross-border governmental office in Mercosur

ding politicians and universities to analyse the possibility of transferring Eixo Atlântico's experiences to their territory. On that trip, a meeting was also held in Buenos Aires with the Argentine Secretary of Borders, Luis Green.

Later, in 2019, Eixo Atlântico gave a training seminar on the border between Argentina (Posadas) and Paraguay (Encarnación), to train political, academic, and social leaders on the drafting of an ur-

ban agenda for that cross-border urban continuum. As a result of all this work, in 2019, Eixo Atlântico presented an initial project, which was approved to the amount of one million euros to develop in the Brazilian city of Santana do Livramento, which shares a border with the Uruguayan city of Rivera. The project includes initiatives in the fields of circular economy, social integration, and waste collection, as well as the creation of a joint border office and the drafting of an urban agenda.



Training seminar on Argentina's border with Paraguay, 2019



Eixo Atlântico's Sec. General' and the Vice-President of the Viana do Castelo District Council's visit to São Leopoldo, Brazil 2018

CANADA

Internationalisation of the European Union's IURC Programme cities

In the context of the European Union's International Urban and Regional Cooperation (IURC) programme, in 2018 and 2021 two exchange projects were approved that were promoted by Eixo Atlântico with Brazilian and Canadian cities; the programmes were implemented between 2021 and 2023.



The mayor of St John's, Danny Breen, welcomes a delegation from Eixo Atlântico and the city of Braga in order to begin a cooperation process between the two cities. 2022



A delegation from St John's (Canada) meets with the President of the Camara Municipal, Ricardo Rio in Braga to begin a process of cooperation between the two cities and a leading international network on urban innovation and sustainable urban development. Braga, 2022

PROJECTS ADMINISTERED IN 32 YEARS

In over 30 years, Eixo Atlântico has administered 36 European projects, therefore it has vast experience and extraordinary reliability in the efficient and transparent administration of such initiatives.



- **RECITE II**
 - Millenium
- **CE – DG EMPLOYMENT AND SOCIAL AFFAIRS**
 - ORIGINAL SIN
- **Interreg IIIA**
 - EIXO
 - AMBIENTE 21
 - CEER
 - EUROREGIÃO
 - DESUB
 - MOBILITAS
 - SIUTEA
- **Espacio Atlántico**
 - ATLANTE
 - STELLA MARIS
 - CLIMATLANTIC
 - IMAGINA ATLANTICA
 - POST
- **Interreg IV C – Inter-regional**
 - DLA
- **Interreg Europe**
 - EPICAH
 - EURE
 - EDIN
- **POCTEP**
 - EIXO
 - EUROCIUDAD
 - RETALER
 - RIET
 - ADL
 - EIXO INTERIOR
 - DESOURB
 - EURORREGION 2020
 - DESURB
 - MC2
 - DESTINO FRONTERA
 - URBAN SYSTEM
 - C3D
 - HI_EXPERIENCE
 - FENIX
- **IURC – Intercity exchange**
 - São Leopoldo - Viana
 - Canadá – Braga
- **INTPA – External Cooperation**
 - Fronteira da Paz

COMMUNICATION

If a country cannot be built without a free media, a Euro-region cannot be structured socially until there are mechanisms for freely accessing accurate information, eliminating the last effect of the border. As a result, a communication strategy was designed that aims to standardise information across the Euro-region and foster the exchange of data and contact between journalists in both regions, which are very fluid today.

Eixo Atlántico has a regular and prominent media presence in the written press, on the radio and television, and among news agencies. In recent years, and with more emphasis since the 2020 pandemic, we have created a special information line that focuses on digital media.



Interview on TVG's Bos Dias



Euro-region news in the media Radio programmes on Vigo Cadena Ser, Antena Minho and Porto Canal



Interview with the President of Eixo Atlántico, Lara Mendez, on Onda Cero Galicia programme "La brújula"

Finally, we fostered the creation of joint media platforms and resources. In 2006, Eixo Atlántico backed the production of a documentary on the Euro-region, directed by Manuel Campo Vidal, President of Spain's Academia de la Televisión. The series is not only an historical document, it is also an audiovisual encyclopaedia of the Euro-region and of cooperation. RTP (Rádio e Televisão de Portugal) and the TVG (Televisión de Galicia) showed the documentary series on both national and international channels.

POLICY AREAS



CONFERENCE OF MAYORS AND POLICY COMMISSIONS

Nothing will be the same after the pandemic that broke out in early 2020, dictating our lives throughout that year and in 2021. It was an unforeseen situation that affected cities and their structures. We were certain that nothing would be the same, but we did not know how to manage the aftermath. The existence of the urban agenda, and particularly the action plan therein constitutes a hugely important tool for handling the immediate future, but the pandemic had changed so many things that it was necessary to consider how it should be done.

In September 2020, after the end of the domestic lockdown situation, Eixo Atlántico implemented a pioneering initiative: the Pontevedra Conference of Mayors, which brought together the mayors of the Eixo Atlántico cities, with a group of high-level experts in the fields that the pandemic had highlighted as important: research, innovation, sustainability, the economy, and social policy, at a conference that analysed development strategies and measures not only for ending the crisis caused by the pandemic, but also for building cities that would be resilient to future crises. As a result of this conference, strategic priorities were identified for handling the end of the crisis in resilient cities and territories.

3 policy commissions were created corresponding to each of these priorities, which have, since then, been those that develop Eixo Atlántico's political strategy.



Ricardo Rio, President of Eixo Atlántico, and Lara Méndez, Vice-President, address the media after the meeting. Pontevedra, 2020



URBAN SUSTAINABILITY POLICY COMMISSION

Presided by the mayor of Valongo, Jose Manuel Ribeiro, this commission identifies and defines the policy framework that enables sustainable urban development and its connection with the European Green Deal. Some of its lines of action are:

1. Urban Ecology Agency

Eixoecologia was founded in 2009 from Eixo Atlântico's Sustainable Development Commission as an entity to support municipal strategic planning with regard to the environment, in the organisation's municipalities and the cities associated with them.

This Urban Sustainable Development project was designed to coordinate sustainable territorial or-

ganisation by means of the definition of an innovative territorial planning and management model in the Euro-region, based on sustainable development, the monitoring of the initiatives carried out in the territory, and the generation and diffusion of the knowledge.

2. Sustainable Urban Planning

The Urban Agenda is developed through:

- 2.1. Decarbonisation Plan**
- 2.2. Sustainable Mobility Plan**
- 2.3. Urban System Sustainability Plan**
- 2.4. Demarcation of Urban Areas**



Meeting of the Urban Sustainability Policy Commission

The future of Europe depends on the health of the planet. The countries of the European Union have committed to achieving climate neutrality by 2050

DECARBONISATION PLAN

The Decarbonisation Plan was designed to create an action plan for the decarbonisation of the Eixo municipalities the goal of which is to reduce and optimise energy consumption in all fields that are under the municipalities' jurisdiction, as well as the local production of renewable energy.

It also seeks to establish criteria to influence the measures that transcend the municipalities' capacity do make decisions or take action because it falls under State or European jurisdiction.

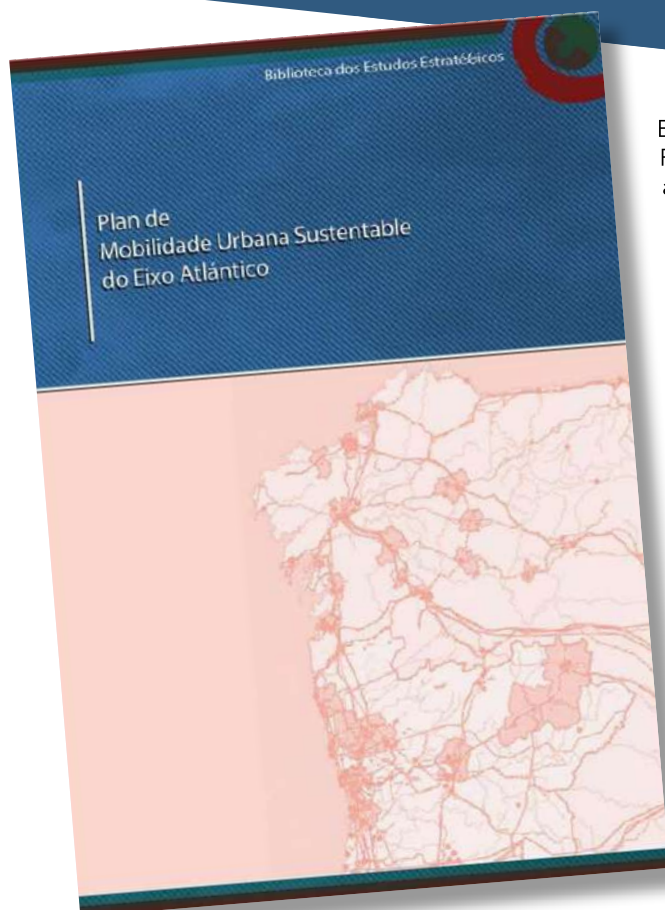
Given that energy consumption, and therefore decarbonisation strategies, traverse practically all sectors of urban activity, the work is divided into three broad fields.

In 2022 the physical component was covered (urbanism, edified space, public space, equipment, etc.). In 2023 work was done on aspects related to urban mobility and functionality, and in 2024 on those related to the urban metabolism (waste, the water cycle, air quality, etc.).



Presentation of the Decarbonisation Plan: Pontareas, 2022

SUSTAINABLE MOBILITY PLAN



Eixo Atlántico's Sustainable Urban Mobility Plan (PMUSEA) defines the goals, principals and strategic lines for a more sustainable mobility in the municipalities that make up Eixo Atlántico, in order to define a common strategy that will later be made specific to each municipality. The priority actions that will give substance that established in the PMUSEA will be defined by each of them.

The PMUSEA includes criteria and recommendations for sustainable mobility in the local and European contexts, identifying specific strategic actions for each of Eixo Atlántico's municipalities and their area of influence. The priority field of action will be the city and its area of influence.

The Plan covers both intra-municipal mobility (origin and destination in the same municipality) and that originating from entry and/or exit to and from the municipality, as well as the various territorial layouts: compact or spread-out areas, the presence or absence of desirable destinations near the residential urban core, such as industrial estates, the city centre, etc.



Presentation of the Sustainable Urban Mobility Plan A Coruña, 2020

URBAN SYSTEM SUSTAINABILITY PLAN

Since Eixo Atlántico defined and published the foundations for a territorial model for the sustainability of the Iberian North West in 2010, it has continued to define the criteria and establish the lines of action which, taking into account the characteristics and individualities of the territory, lead to a more intelligent development of its cities.

Two years later, Eixo Atlántico published the first sustainability report on the Galicia-North Portugal Euro-region, which analysed the evolution and distribution in the context of 26 sustainability indicators designed to provide a quantitative analysis of the situation in the Euro-region.

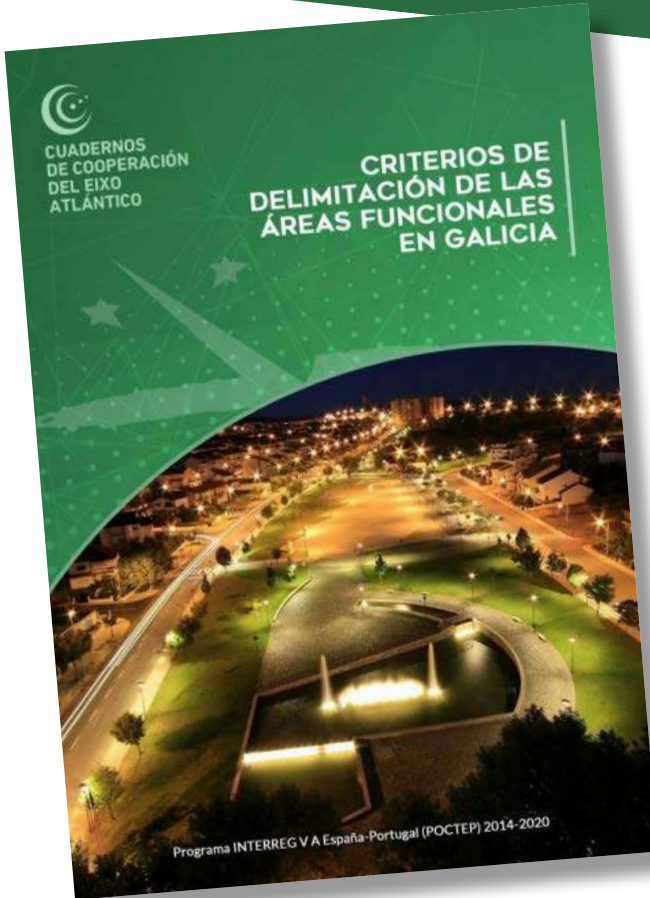
Eixo Atlántico's Urban Sustainability Plan (2023) is intended to be the tool and conceptual instrument that will define the direction of urban development in the Euro-region. In that regard, the inclusion of sustainability principles and criteria established in the current Urban Sustainability Plan constitutes a powerful tool for the improvement of the quality of human settlements.

The Plan adapts the general criteria on urban sustainability included in previous documents to the main urban typologies in the Euro-region.



Presentation of the Urban Sustainability Plan. Póvoa de Varzim, 2021

DEMARICATION OF THE FUNCTIONAL AREAS OF GALICIA



This report provides the demarcation criteria for the functional areas of local administrative capitals, so that they can access the structural funds for urban sustainability. In the European Union, the organisation responsible for defining administrative units (Eurostat) defines functional urban areas as “as a group of municipalities that are encompassed in a unique area of occupational influence, characterised by a high rate of commuting between those municipalities”.

The purpose of these areas is to revert the dynamic demographics and economy of the non-metropolitan areas. Also, and above all, these functional nuclei would be the fundamental elements for promoting an economy and occupational activity that are entwined with ecological sustainability, which is at serious risk of collapse, as was seen in the summer of 2022.

The report is structured in three basic sections. The first section analyses the theoretical concepts that define functional areas in the European Union and, more specifically, on the Iberian Peninsula. The second evaluates the geographical characteristics of Galicia in terms of the relationship between the people and the territory, which feeds into the territorial organisation that has taken place over the last fifty years. The final section features a positive summary for the Spanish government, to justify the selection of functional centres that may contribute to the development of a territorial policy in the context of sustainability and of the execution of the Sustainable Development Objectives.



Debate on the functional areas and urban politics in Spain, Culleredo, 2023

ECONOMY POLICY COMMISSION

Presided by the mayor of Santa Maria da Feira, Emídio Sousa, the Economy Policy Commission identifies and defines the policy framework to enable economic development, stimulate the cohesion of the territory and the generation of infrastructure that favours these two goals.

Its lines of action are:

- Socio-Economic Report
- Infrastructure
- Tourism



Economic Development Policy Commission Meeting, 2022

SOCIO-ECONOMIC REPORT



The Annual Socio-Economic Report constitutes an information resource that contributes to the promotion of the territorial areas that make up Eixo Atlântico, with the intention of highlighting their strengths and potential.

It reviews the behaviour of the main economic centres, underlining the relevance of each of them in the general context of the socio-economic situation in Galicia and the North of Portugal Region. The Annual Report is a hugely useful analytical tool that brings together the data from the official statistics and classifies it in a complete and coherent manner, enabling a framework of analysis and reflection to be extrapolated into the future.

TOURISM

THE PORTUGUESE
WAY (CAMINHO
PORTUGUES
DE SANTIAGO)

Another of Eixo Atlántico's leading initiatives is the promotion of The Portuguese Way. The Portuguese Way (which covers the entire Euro-region across its many routes) had long been neglected by the governments. The Eixo Atlántico cities are aware of the importance of undertaking improvement work on the Ways as well as promoting them; Eixo Atlántico took on the task in 2014, publishing a report on the situation, an inventory of needs and their costs, which, once presented to the Portuguese Government, was used to bring the routes, which are constantly growing, in line with those that were in the best conditions.

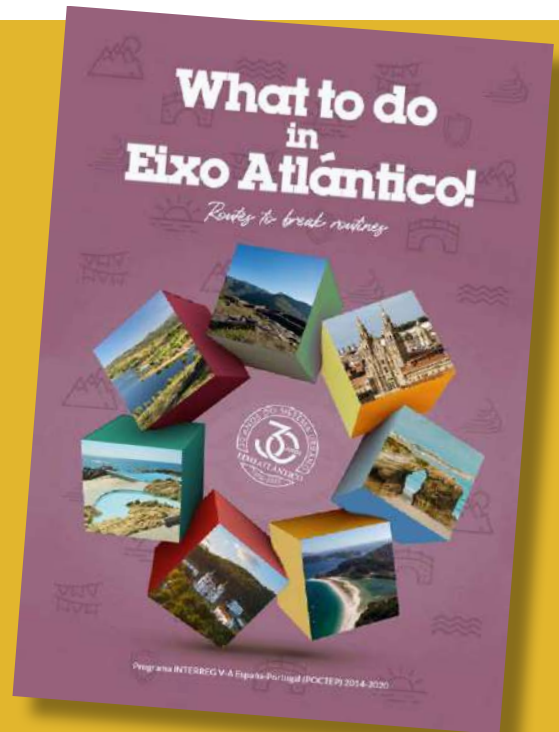
Also, a proposal was drafted to nominate it as a UNESCO World Heritage Site, a recognition that had already been awarded to the French Camino and the North Camino.



A proposal was drafted to nominate The Portuguese Way as a UNESCO World Heritage Site

TOURISM GUIDES

Eixo Atlántico periodically edits a set of guides for themed routes around the Eixo Atlántico cities based on history, ethnography, gastronomy, nautical tourism, etc. The guides used to be distributed free of charge with various Portuguese and Galician newspapers. Having stopped producing the paper editions as part of its environmental commitments, the edition and distribution now take place exclusively on digital platforms.



EXPOCIDADES



Portugal's Secretary of Regional Development and Secretary of Tourism at the inauguration of Expocidades, Valongo 2023



Expocidades, promoting Tourism in Eixo Atlântico Cities and proximity tourism in the Galicia - North Portugal Euro-region

Tourism is not only one of the largest industries in the Euro-region and therefore a driving force for the economy and the creation of employment, it is also the main instrument of knowledge for the elimination of immaterial borders. Consequently, it has been one of Eixo Atlântico's priorities from the outset. It is a very simple equation; seven million people, for up to 52 weeks per year, make it a hugely important market space in the field of proximity tourism. Thus, Expocidades, a proximity tourism fair, was born.



Expocidades Ferrol, 2022

NEW TOURISM CONCEPTS

For over a decade, Eixo Atlántico has been working on the identification and development of new tourism concepts that promote distinctive products that focus on peripheral territories that are more poorly connected than the large traditional destinations.

This process began over a decade ago with the concept of border tourism under the slogan “two countries, one destination”, which has now spread across the whole of Europe. This concept was bolstered by the creation of the EPICAH network, the fruit of an Interreg Europe project, which includes representatives of 8 European borders.

In 2019, this network organised the European Tourism Forum in the Portuguese city of Braga, and the “Tourism at Border Regions: an Economic Strategy for Peripheral Regions Forum” in Brussels, in which leading politicians and MEPs from the 8 borders that comprise the project participated, along with representatives of the European Commission and the Committee of the Regions.

Among the main conclusions were the need to give the European Union a genuine tourism policy, in order to give the sector greater institutional significance. Currently, other concepts are being identified and designed, such as Signature Tourism as a tool for generating high-quality tourism that respects and preserves cultural and patrimonial values, as opposed to mass tourism with its negative impact on the life and urban morphology of cities; Polycentric Tourism, which showcases groups of small towns close by one other with attractive resources that provide sufficient motivation for a visit; and Accessible Tourism, to improve the enjoyment of tourism for people with reduced mobility.



INFRASTRUCTURE. ATLANTIC CORRIDOR

In 2014, the coordinator of the European Transport Network, Carlo de Grandis met in Viana do Castelo with political leaders and businessmen from the Spanish-Portuguese border area, to talk about the priority railway connections that would link Iberia's Atlantic coast with Europe.



The Secretaries of State of Spain, Julio Gómez-Pomar, and Portugal, Guilherme de Oliveira, with the coordinator of the European Commission's Trans-European Transport Network, Carlo de Grandis, and the General Secretary of Eixo Atlántico at a forum on railway connections with Europe. Vigo, 2017



Summit of socio-political and economic entities advocating the Galician stretch of the Atlantic Corridor. O Barco de Valdeorras, 2018

In 2018, during a meeting with Carlo Secchi, the coordinator of the Trans-European Transport Network, he confirmed to the President of Eixo Atlántico that the A Coruña-Vigo-Ourense-Monforte-O Barco-Palencia line, would be integrated into the Atlantic Corridor.

The importance of this decision lay not only in the competitiveness for the Galician ports, being able to send their merchandise across Europe in competitive timeframes, but also the economic boost that it would bring to inland Galicia, an area with significant demographic problems due to a lack of investment and economic activity. All of these aspects had already been taken up by Eixo Atlántico at the forum it organised in Monforte de Lemos in May 2016.



Meeting with the European Commission’s Heads of Transport to advocate the development of the Atlantic Corridor. Brussels, 2014



The General Secretary of Eixo Atlántico and the mayor of Monforte, José Tomé call for the stimulus of the Monforte dry port for the export of merchandise through the Atlantic Corridor

The importance of this approval from the European Commission lies in the fact that, following its inclusion in the European corridors, the Spanish government will be able to initiate procedures for undertaking the construction work, which will enable the connection of merchandise, as well as the transport of passengers at speeds of around 200 km/h, guaranteeing the competitiveness of the Galician and Portuguese ports.

The meeting, in 2016, also covered the stimulus of the dry port of Monforte, another of Eixo’s historic aspirations, and essential infrastructure for connecting Galician merchandise and increasing the visibility of the new 750-metre trains that will run through the European freight railway corridors.

POLICY COMMISSION FOR SOCIAL INNOVATION

Presided by the mayor of Ferrol, José Manuel Rey Varela, this commission identifies and defines the policy framework that enables social development and drives territorial cohesion, and the policies for the fight against the demographic crisis. A few of its lines of action are:

MAP OF SOCIAL COHESION

One of the main instruments developed by the urban agenda is the map of social cohesion, which is an extremely valuable instrument for planning policies for the prevention of social marginalisation and the deterioration of neighbourhoods where impoverishment and/or marginalised pockets are generated, which eventually turns neighbourhoods into slums. The cohesion map defines the evolution of our cities and the comparative analysis compared to others in their surroundings, in fields such as acquisition power, domestic violence, and the digital divide.

It is a pioneering initiative on a European level, as it is the first time a map of cohesion has been created in a cross-border urban system, as part of the compliance with the sustainable development objectives established by the UN as part of the 2030 agenda.



Instrument for planning policies for the prevention of social marginalisation and the deterioration of neighbourhoods



The President of Eixo Atlántico, the President of the Ourense County Council, and the General Secretary at the presentation of Eixo Atlántico's Map of Social Cohesion, Ourense, 2023

DEMOGRAPHIC CHALLENGE



One of the problems of the Galicia - North of Portugal Euro-region and Eixo Atlántico's urban system is the asymmetry in the demographic scope between the coastal axis, where most of the population is concentrated, both in the North of Portugal and in Galicia, and the inland axis with a growing depopulation problem, a predominant rural environment, and a mountainous topography.

Therefore, Eixo Atlántico carries out an important activity in the field of identifying and stimulating measures that contribute to retaining the population and slowing depopulation, in order to promote territorial cohesion.

In this context, work is being carried out on measures to prevent and combat forest fires, to encourage the creation of jobs and economic activity, both in the field of investments and in entrepreneurship and social economy, and to improve public services and communications and mobility in the inland axis. By way of example of these measures, the creation of the first Spanish-Portuguese association of producers of traditional gastronomic products was supported, and two annual fairs are organised to promote the trade of such products.



Traditional produce fair

EDUCATION

MUSIC EXHIBITION

This exhibition came about as part of the commitment to musical education, and to showcase the immense talent in the conservatoires and music schools in the Euro-region, while paying tribute to each edition to composers from the territory, thus advocating creativity. Eixo Atlántico's Music Exhibition, which is held every two years in a different municipality, has established itself as a reference in musical education and performance.



The Music Exhibition is a competition for young classical and jazz performers, students from municipal music schools and professional conservatoires, from cities belonging to Eixo Atlántico

SCHOOL EXCHANGES

This programme consists of organising student exchanges in Eixo Atlántico cities, during which various activities are carried out, as well as visits with the students from the municipality hosting the visit.

These exchanges take place between two cities (one from each region), mutually visiting one another in order to promote among students and teachers knowledge of the member municipalities and of Eixo Atlántico itself, as well as their heritage (cultural, natural, intangible) and to raise awareness among the students of the significance of living in a municipality that belongs to a Euro-region.



School exchange between Galician and Portuguese Eixo Atlántico cities

CULTURE



The mayor of Lugo and President of Eixo Atlántico, Lara Méndez, officially opens the Capital of Culture Lugo, 2023

CAPITAL OF CULTURE

The huge significance of cultural programmes as part of promoting the Euro-region as a creative territory has led to the creation of a broader programme. The goal of this programme is to showcase cultural production and creation that is native to the Euro-region, raising awareness of it among its citizens.

Thus, from ethnography to more recent urban cultures, there is room for all cultural events in this programme throughout the year. Every two years, the members of Eixo choose, from among the applications presented, the host for the next edition. However, cultural learning is not the only great benefit of the Capital of Culture. Thanks to the initiative, many creators and artisans have also been discovered and have embarked on a shared journey exchanging cultural knowledge, creation and debate.



Abraham Cupeiro and the Braga Symphony at the Capital of Culture, Lugo, 2023

Eixo Atlántico's Capital of Culture showcases artists from the Euro-region



8th Edition of the Ribeira Painting Biennial

PAINTING BIENNIAL



In its over 30 years of life, the Painting Biennial has become a model of cultural cross-breeding and a driving force for the creative territories. Many of today's renowned artists made a name for themselves at the Biennial.

Creators that did not know each other now enjoy a culture of debate and creative exchange. Even more importantly, the Biennial, as it moves around the Eixo Atlântico cities, has enabled recognition of the creators and their work to grow among the specialised public and gallery owners, as well as the general public, to the benefit of not only cultural consumption but also economic movement that is vital in order for the creators to carry out their work.

The chosen pieces form a travelling exhibition that moves around the various Eixo Atlântico cities for several months.

VIRTUAL BIENNIAL

Since 2021, when Eixo created the Virtual Gallery, it has also been possible to visit the exhibition on-line, where visitors can move around the space and see the works in detail, as well as information on their creators.



VISITA VIRTUAL
BIENAL DE PINTURA
2022

W



SPORT



Opening ceremony of the Eixo Atlántico Games, Lugo, 2017

EIXO ATLANTICO GAMES

The first time the Games were held in one city came in 1997, in Ferrol. Of all the programmes Eixo Atlántico has run in over 30 years, this is the best-known and most captivating, and it enjoys the biggest participation.

Since its first edition, with 900 participants, the interest generated by the activity in the cities has grown to the point that 2,200 people participated in the last edition.

In this time, the Games have established themselves as the Euro-region's greatest sporting event, promoting fairplay, respect for the opponent and, above all, sharing and exchanging experiences between young Galician and Portuguese students. During their time, the Games have been graced with renowned figureheads such as Portuguese athlete Rosa Mota, an Olympic marathon champion at the Seoul Games, and Chano Rodríguez, a Spanish swimmer with 8 gold medals from his various participations in the Paralympic Games. Prime Ministers, Presidents of Galicia, and Ministers and Secretaries of Sport have traditionally participated in the opening ceremony.

The Eixo Atlántico Games are a unique sporting event, held biennially in a different host city each time. Aimed at young, under-16 athletes, participants coexist and compete in multiple sporting disciplines in the host city.



SPORTS TOURNAMENTS

Eixo Atlántico organises various sports tournaments, in order to promote grass-roots sport and adapted sport. It currently runs roller hockey, taekwondo, and boccia tournaments in which teams from Galicia and the North of Portugal compete. Work is also being done to start up a wheelchair basketball tournament.



Boccia tournament, Vila Nova de Famalicão 2023



Taekwondo tournament, Gaia 2022



Hockey Tournament, A Coruña 2022

POLITICAL LOBBY



POLITICAL LOBBY

The presidency of the Conference of Atlantic Arc Cities, a role first assumed by José Sánchez Bugallo, before Carlos Negreira, and finally José Maria Costa, the presidency of the Portuguese Delegation at the Regions Commission, also fulfilled by José Maria Costa, Ricardo Rio, the mayor of Braga, a member of the Executive Committee of the EURO-CITIES network, current President of the Global Parliament of Mayors, and since 2016 one of the OECD's Champion Mayors for Inclusive Growth, have left their mark after a decade of leadership by Eixo Atlântico leaders in European bodies, enabling a high degree of discussion with the European institutions, while vindicating the success of the strategy designed by Eixo Atlântico.



With the European Commissioner for Regional Policy Corina Crețu



With the President of the Portuguese Republic, Marcelo Rebelo de Sousa



The President, Vice-President and General Secretary of Eixo Atlântico, Ricardo Rio, Alfredo García and Xoan V. Mao, respectively, welcomed in Lisbon by President of the Republic, Marcelo Rebelo de Sousa. 2016



With Prime Minister, António Guterres



With the King and Queen of Spain



Meeting of all the Spain-Portugal border organisations with the Secretaries of State of Portugal and Spain

LOBBY IN SPAIN AND PORTUGAL



With Portugal's Prime Minister,
Pedro Passos Coelho



With Carlo de
Grandis



With António Costa,
Portugal's Prime Minister

LOBBY IN EUROPE



With the President of the Regions Committee, Mercedes Bresso

With the President of the Regional Government of Galicia, Alberto Núñez Feijoo, and the President of the European Commission, Durão Barroso



With former French Prime Minister, Pierre Mauroy



With the President of European Parliament, Josep Borrell and the President of the Regional Government of Galicia, Emilio Pérez Touriño



With Portugal's Secretary of Transport, Ana Paula Vitorino



With European Commissioner, Johannes Hahn



With the President of the Regional Government of Galicia, Emilio Pérez Touriño

With the European Commissioner for Regional Development, Michel Barnier



With the Portuguese Minister of Infrastructure, Luís Valente de Oliveira

EIXO ATLANTICO SQUARES





Matosinhos

The Eixo Atlántico cities, in recognition of the entity's work and of the importance of cooperation between them, are progressively naming newly created squares and urban spaces after the entity, adorning each of them with a commemorative sculpture created by local artists. This initiative also increases Eixo Atlántico's involvement in the everyday life of the cities and their citizens.



Viana do Castelo



Matosinhos



Vila Nova de Gaia



Braga



Bragança

AWARDS RECEIVED



AWARDS RECEIVED

Eixo Atlántico has received recognition from various organisations in civil society, which is a source of great satisfaction.



Award presented by the Lugo Neighbourhood Associations Federation



Award presented by the Monforte Railway Enthusiasts Association



Gold medal of the city of Vila Nova de Gaia

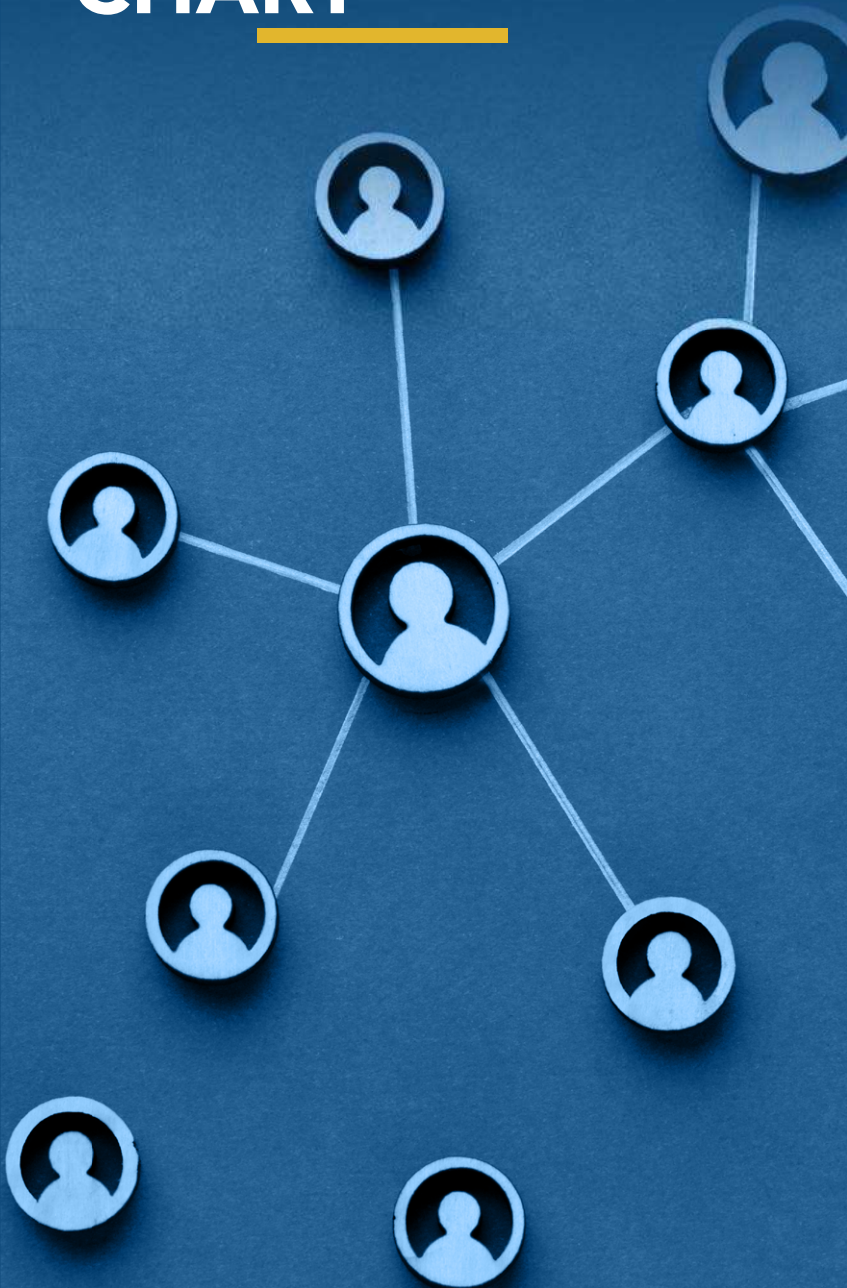
AWARDS RECEIVED

Honorary judges of Couto Mixto
(an entity that promotes the
recovery of Galician-Portuguese
historic memory)



Award presented by the
Association of European
Border Regions

STRUCTURAL ORGANISATIONAL CHART



EXECUTIVE COMMISSION



Luís Nobre
President
(Viana do Castelo)



Alfredo García
Vice-President
(O Barco de Valdeorras)



Luísa Salgueiro
President of the Bureau of the Assembly
(Matosinhos)



Paula Alvarellos
Vice-President of the
Bureau of the Assembly
(Lugo)



Xoán Vázquez Mao
General Secretary
Executive Commission Secretary
General Assembly Secretary

SPOKESPERSONS

- Rui Moreira, (Porto)
- Abel Caballero (Vigo)
- Miguel Anxo Fdez. Lores (Pontevedra)
- Luís Nobre (Viana do Castelo)
- Hernâni Dias (Bragança)
- Goretti Sanmartín (Santiago de Compostela)
- Júlia Rodrigues (Mirandela)
- José Crespo (Lalín)
- Mário Passos (Vila Nova de Famalicão)
- José Tome (Monforte de Lemos and Deputación de Lugo)

POLICY COMMISSIONS

- Emídio Sousa
President of the Economic Policy Commission
- José Manuel Rey Varela
President of the Innovation Policy Commission
- Jose Manuel Ribeiro
President of the Urban Sustainability
Commission
- Luís Menor
Presidente Fórum Ternal

EIXO ATLANTICO MAYORS

José Luís
Gaspar Jorge

AMARANTE



Mário
Constantino

BARCELOS



Ricardo
Rio

BRAGA



Paulo
Xavier

BRAGANÇA



Evencio
Ferrero

CARBALLO



Inés
Rey

A CORUÑA



José Ramón
Rioboo

CULLEREDO



José
Tomé Roca

**DEPUTACIÓN
DE LUGO**



Luis
Menor Pérez

**DEPUTACIÓN
DE OURENSE**



Benjamin
Pereira

ESPOSENDE



Antero
Silva Oliveira

FAFE



Nuno
Fonseca

FELGUEIRAS



José Manuel
Rey Varela

FERROL



Marco
Martins

GONDOMAR



Domingos
Bragança

GUIMARÃES



José
Crespo Iglesias

LALÍN



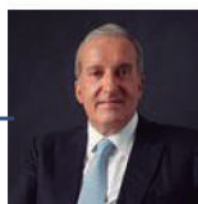
Paula
Alvarellos

LUGO



António Silva
Tiago

MAIA



STRUCTURAL ORGANISATIONAL CHART

Luísa
Salgueiro

MATOSINHOS



Júlia
Rodrigues

MIRANDELA



José
Tomé Roca

**MONFORTE
DE LEMOS**



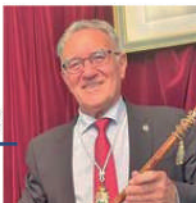
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2023/2024

