

Clusters, emblematic of the structuring character of the inter-territorial links can also be developed on a cross-border dimension. Strengthening the social capital of the new regions, synergies and economies of scale referred to by the note, should also be sought beyond national borders.

Regions and metropolitan areas need to work together in a more specific manner in border regions, where part of the urban/metropolitan area network may be situated on the other side of the border, so consideration needs to be given to cross-border systems. In a competitive environment, including as regards macroeconomic framework conditions (taxation and social legislation), such systems will not always and immediately give rise to economic strategies that are fully cooperative.

However, they should give rise to cooperative strategies when it comes to territorial development. Such strategies are already in place on some of the borders looked at here.

In Geneva or Basel, the cross-border conurbation implements a coordinated urban planning approach including identifying transport infrastructures co-financed by the partners on both side of the border – the Swiss federal level thus co-finances infrastructure of the German or French side. This illustrates a cooperative approach on economic development conditions.

**By encouraging the mobility of workers, apprentices and students, as well as businesses and consumers, by means of cooperative policies in the areas of territorial development and transport, employment and training, and research and innovation, public players can foster more inclusive and sustainable development in cross-border territories.**

