

**XXVII Meeting of the METREX Managing Committee, Paris, Saturday 16 May 2009**

---

Location Institute for Urban Planning and Development  
of the Paris Ile-de -France Region (IAU-IDF),  
15 Rue Falguiere,  
75015 PARIS,  
France.

**AGENDA NOTES**

**Saturday 16 May 9.30 – 12.00**

**1 ATTENDANCE AND APOLOGIES**

Members attending will be asked to sign the Sederunt and those unable to attend are asked to send their apologies by e-mail to the Secretary General at [roger.read@eurometrex.org](mailto:roger.read@eurometrex.org)

**2 MINUTES OF THE LONDON GENERAL ASSEMBLY**

The London General Assembly (GA) took place on Saturday 18 October 2008. The Minutes have been placed on the METREX web site at [www.eurometrex.org](http://www.eurometrex.org), in EN, and will be translated for downloading in DE|FR|IT|ES.

Members are asked to bring copies of the Minutes with them to the Paris Meeting for approval

**2 PRESIDENTIAL ELECTION - Meeting of the METREX Managing Committee, meeting as the METREX General Assembly**

The London GA agreed to hold an election for the President of METREX at the Paris Meeting of the Managing Committee, meeting as a General Assembly, on Saturday 16 May 2009. The Minutes of the GA set out the procedures. The Secretary General drew these procedures to the attention of all Members when the GA Minutes, in EN, were circulated by e-mail on 22 October 2008. The METREX Electoral Roll, showing the 44 member metropolitan areas eligible to vote, was attached to the London GA Minutes and is also attached to these Agenda Notes, as Appendix 1.

On 19 January 2009 the Secretary General wrote again to all Members by e-mail to set out and clarify the Presidential electoral procedures and deadlines and the METREX Electoral Roll. The procedures require candidates to submit their nominations, supported by one other Member, to the Secretary General by Friday 13 February 2009 and to support these with a Statement, to clarify their intentions as President, by Friday 27 February. **The Election date is Friday 8 May.**

Nominations were received by the due date from Hannu Penttilä, Deputy Mayor of the City of Helsinki, City Planning and Real Estate, and former Executive Director of Helsinki Metropolitan Area, and from Professor Francesco Dominico Moccia, Assessore for Planning in the Provincia di Napoli and Professor of Urban Planning at the Università Federico II.

Candidate's Statements will be circulated to Members by e-mail on **Monday 2 March**. Ballot Papers will be circulated by e-mail on **Friday 10 April 2009** and these should be returned to the Secretary General by e-mail by **Friday 8 May 2009**. They will then be authenticated and counted by the Secretary General and the METREX Accountant, John Brown CA, and the outcome verified by the Honorary, and acting, President, Dr. Gerald McGrath. The elected President will hold office for the period to the Hamburg General Assembly in autumn 2010 but can stand for second term.

This outcome will be announced to Members, by e-mail, on **Monday 11 May** and confirmed at the Paris Meeting of the Managing Committee, meeting as the METREX General Assembly, on **Saturday 16 May 2009**. The new President will be invited to address the GA

#### **4 INTERNATIONAL AFFAIRS**

##### **4A European Neighbourhood Policy**

DG RELEX has written to confirm that it is possible to organise a small consultative meeting where up to five invited colleagues from EU neighbouring countries could be reimbursed for their trip to Brussels. DG RELEX has indicated that St. Petersburg, Minsk, Lviv, Chisinau, Odessa and Alexandria could be eligible if adequate partners can be found on the EU side. Possible METREX partners at such a meeting could include Helsinki, Vilnius, Wroclaw/Krakov, Bucharest, Sofia and Athens/Thessaloniki. The METREX Ambassadors might also participate.

The Secretary General has confirmed the interest of METREX Members in participating in an exploratory meeting in Brussels, hosted by DG RELEX, to exchange knowledge on issues of common interest and to develop working relationships.

Arrangements are being progressed through DG RELEX but are proving difficult to finalise

##### **4B METREX/Shanghai International Study Visit - 10-18 November 2007**

Colleagues from the Shanghai Municipal Government Urban Planning administrative Bureau (SUPB) attended the METREX London Conference. The Secretary General and Xiaocun Ruan are exploring the basis for continued cooperation with colleagues from Shanghai, particularly in relation to the EUCO2 80/50 project.

The Secretary General will report to the Paris MC Meeting on progress

##### **4C Moscow International Seminar**

The International Co-operation Programme, signed at Szczecin, has been proceeding and will conclude in 2009.

The Secretary General, in consultation with colleagues from the Institute for the General Plan of Moscow (GUP NIPI), will report on the outcome to the Paris MC Meeting

##### **4D Latin America Study Visit - October 2009**

Preliminary expressions of interest in the Study Visit have been received from Frankfurt, Stockholm, Mazovia, Sofia and Rotterdam. With Madrid and METREX representatives this would make a delegation of perhaps 8-10. This is about the minimum size of delegation required. A formal programme for the Study Visit and an outline of the arrangements has been received by Alberto Leboriero of the Comunidad de Madrid from colleagues in the Chilean Ministry of Planning and is included as Appendix 2.

On this basis all METREX colleagues are now asked to confirm their interest in participating to the Secretary General and the Study Visit leader Alberto Leboriero. After the Paris MC Meeting the Study Visit arrangements will have to be confirmed and finalised with colleagues in Chile

## **5 EUROPEAN AFFAIRS**

### **5A Brussels Open Days**

The Brussels Open Days will take place from 5-8 October 2009. The four themes will be regions and climate change, restoring growth, territorial cooperation, and the impact and future of EU cohesion policy.

The Metropolregion Nürnberg has indicated its intention to participate in the 2009 Brussels Open Days, on the issues of Energy and Transportation, and hopes to involve METREX colleagues

### **5B METREX/Washington Conference**

DG RELEX has clarified that the next Call for Proposals under the EU Transatlantic civil society dialogues EU-USA Programme will be in 2010 but will not include the issue of environment. The participation of colleagues from the US in the USEUCO2 project will now be pursued through other means of cooperation and financial support.

Dr. Sebastian Carney has been invited to present the GRIP model and process to colleagues in California and Washington and it is hoped that this will lead to the parallel exchange of experience with the application of GRIP in the US and the EU (through the EUCO2 80/50 project).

Colleagues from the Northern Virginia Regional Council (NVRC) will be contributing to the Paris Meeting and will be able to attend the MC meeting to report of progress.

### **5C ESPON**

The background to the new ESPON 2007-2013 Programme was set out in detail in the Amsterdam MC Agenda Notes. Professor Cliff Hague, of the RTP1 (the UK ESPON Contact Point) attended the meeting and explained the possibilities for future METREX/ESPO co-operation and relationships under the Programme.

In early 2009 there will be a Call for Proposals from ESPON national Contact Points (ECP) for Transnational Networking Activities. The call will open in February and close in April with decisions expected in June. Professor Hague has suggested to fellow ECP that one possibility might be a proposal for a project on the implications of ESPON studies for metropolitan areas. For example, there might be an opportunity to link with METREX on the dissemination of ESPON metropolitan area findings, to hold a joint event, or to cooperate with individual METREX Members on activities of common interest. Given that ESPON will by then have projects running on Cities, on Territorial Indicators and also a Manchester-Barcelona-Lyons-Dublin study, there should be new material to share.

The Secretary General will continue to liaise with Professor Hague (UK ESPON contact point) on his proposed project on the implications of ESPON studies for metropolitan areas. It is hoped that Professor Hague may be able to attend the Paris MC meeting

### **5D EU Green Paper on Territorial Cohesion**

METREX was invited to participate in the Hearing on Territorial Cohesion on 15 April 2008 and made a written submission (see METREX web site). On 6 October DG Regio launched their consultation period on the Green Paper on Territorial Cohesion, which will end on 29 February 2009 (see DG Regio web site).

The Commission will provide a synthesis of this debate in late spring 2009, which can be further considered at the Paris MC meeting

## **5E Green Paper on the TEN-T review**

The Commission published a Green Paper on the review of the TEN-T programme on 4 February 2009, for consultation until 30 April. The METREX Secretariat circulated a draft METREX response on Friday 20 February for consideration by Members and a final response will then be submitted by the due date. The draft response is attached as Appendix 4 and the final response will be circulated to Members before the MC meeting.

The Managing Committee may wish to give further consideration to the issues raised by the TEN-T review

## **6 METREX INITIATIVES AND PROJECTS**

### **6A EUCO2 80/50 project on Climate change/Urban change**

Members will recall that the first EUCO2 80/50 Application had administrative shortcomings, which have now been clarified and addressed in consultation with the Interreg IVC Secretariat. It is hoped that the Application will now be judged on its merits and a decision is expected in September.

Meanwhile the Lead Partner, the Metropolregion Hamburg, and 19 of the 21 project partners have decided to proceed, independently, with the first stage of the project, which is the production of metropolitan greenhouse gas (GHG) inventories using the GRIP (Greenhouse gas regional Inventory Project) model. Two partners have already completed this stage through the InterMETREXplus project. An inception meeting was held in Hamburg from 13-15 January. The GHG inventory stage will now be completed through a series five Workshops during March and April and the outcomes reported to the METREX Paris Meeting. The attached diagram, produced by the Lead Partner, explains how the whole project is now envisaged.

The revised Interreg IVC Application will now run for 36 months to 2012 and will include mitigation scenario and strategy, implementation and dissemination stages. The project makes provision, at the dissemination stage, for all 100 recognised European metropolitan regions and areas to begin to participate in the GRIP mitigation process.

The importance of the EUCO2 80/50 project has been emphasised on many occasions. It represents a major investment by the Network to enable Europe's metropolitan regions and areas to make effective contributions to the reduction of global GHG emissions. All METREX Members are encouraged to keep in touch with the progress of the project through the [www.euco2.org](http://www.euco2.org) web site and to participate as actively as they can

The InterMETREXplus project, led by the Glasgow and the Clyde Valley Strategic Development Planning Authority (GCVSDPA), has been selected for a 2008 Scottish Award for Quality in Planning, given by the Scottish Government, and this will be presented on 12 March in Edinburgh. The Interreg IVC Secretariat has been informed.

### **6B Expert Group on Major Infrastructure in Metropolitan Regions**

The first meeting of the Expert Group on Major Infrastructure was held in Stuttgart from 22-24 November 2006. A full Report on the meeting can be downloaded from the METREX web site together with the presentations that were made.

It is hoped to arrange a further meeting of the Expert Group, in Berlin, will be arranged after the Paris Meeting

## **6C Proposed Expert Group on Employment relocation within metropolitan areas**

Colleagues from Frankfurt, Amsterdam, London, Sofia and Regione Piemonte (possible) have expressed an interest in participating in this Expert Group to be led by IAU Region Ile-de-France. The General Assembly Agenda Notes set out the intentions of the Expert Group in more detail.

The Group will work towards a Workshop contribution to the METREX spring 2009 Paris Meeting

## **6D Expert Group on Polycentricity in Metropolitan Areas**

The first meeting of the Expert Group on Intra-Metropolitan Polycentricity, set up through an initiative by Stockholm City Council, will take place in Stockholm on 26/27 February. Colleagues from Sofia, Saxon Triangle, Frankfurt/Rhein-Main, Emilia-Romagna, Napoli, Veneto, Mazovia, Gdansk-Sopot-Gdynia, Helsinki and Stockholm have expressed an interest in participating. Nordregio, the Baltic area planning agency, has been retained to facilitate the work of the group. A scoping Questionnaire has been circulated to the group partners and the outcome will be discussed at the Stockholm meeting.

The group will meet again in Paris and report on progress to the METREX Paris Meeting

## **6E Renewal of older metropolitan drainage infrastructure**

Kevin Reid, of the GLA, explained at the London 2008 Conference that this is an issue within the Greater London area. The situation in the Glasgow and the Clyde Valley metropolitan area is also a key national issue in Scotland.

Consideration is being given by the GLA to the possibility of forming an Expert Group to explore this issue. METREX colleagues for whom this is also a strategic issue are invited to express their interest to the Secretary General and Kevin Reid

## **6F METREX Hamburg Conference on Integration - 17-19 June 2009**

The Metropolregion Hamburg has taken a welcome initiative to hold a Conference on Integration in metropolitan areas in spring 2009. It will consider inter-related issues such as the social and economic integration of immigrants and their relationship with the housing market, particularly affordable housing. Aspects of multi-culturalism might also be considered. (The London GA regarded Affordable Housing as an issue worthy of Expert Group consideration in its own right).

A draft Programme has now been prepared by the Metropolregion Hamburg and is included as Appendix 3. More details will be circulated as these become available and the Conference can be discussed further at the Paris MC meeting

## **7 FINANCIAL REPORT, ACCOUNTS AND AUDIT FOR 2008 AND BUDGET FOR 2009 TO 2010**

### **7A/B Financial Report and Accounts and METREX audit for July to December 2008)**

Invoices for the 2009 subscriptions were circulated in December 2008, for payment in January and not later than 31 March 2009. To date 12 subscriptions have been received amounting to some 28% of the prospective subscription income. In order to ensure that the payment of subscriptions is recorded and progressed the METREX Accountant, John Brown, will issue quarterly Statements of Account to Members from 1 April this year. These will record and acknowledge, with thanks, the date on which subscriptions are received or the amount outstanding. It is hoped that this procedure will enable Members to be kept better

informed of their payment position and to have the necessary paper work for their internal procedures.

The Financial Report and Accounts for 2008 will be circulated separately from the Agenda Notes and will be presented and explained by the METREX Accountant, John Brown

The audit for the period July to December 2008 will be commented on by the METREX Treasurer and Auditor, Helsinki City Council

## **8 ANY OTHER BUSINESS**

### **8A Dates for proposed Meetings/Conferences in 2009/2010/2011**

#### **2009**

Paris spring Meeting - Sustainable Development and Planning in Metropolitan Regions - Giving Plans a New Meaning

- Confirmed as 13-16 May 2009

Hamburg Conference on Integration

- Confirmed as 17-19 June 2009

Wroclaw autumn Meeting

- Confirmed as 16-19 September 2009

Santiago (Chile) Study Visit

- Confirmed as October 2009 subject to delegate confirmations

#### **2010**

Baltic spring Meeting (Riga and Vilnius)

Hamburg autumn Conference. Conclusions from the EU CO2 80/50 project  
St. Petersburg Study Visit (through Helsinki). Excursion to Tallinn  
Note\* that an Istanbul event is being considered

#### **2011**

Athens spring Meeting Theme - EU neighbours (to be considered further)

Istanbul Study Visit\*

Berlin autumn Meeting (provisional)

#### **2012**

Spring Meeting for further consideration and discussion

Conference location for further consideration and discussion

### **8B New METREX web site and the METREX networking data base**

Members can now use the updated and renewed METREX web site at [www.eurometrex.org](http://www.eurometrex.org). The Secretariat would welcome discussion in the MC meeting on the networking data base requirements of Members. Contact with and between Members is now primarily by e-mail but there can be occasions, for example when colleagues are arranging particular events and activities, when phone/fax numbers and addresses can be useful. However, there are data protection principles that need to be considered. At present, all Members have Member Profile facilities on the METREX web site although these can become out of date as

colleagues, or their contact details, change. The Secretariat does have a composite database of all those who registered for the Zaragoza (2007), Amsterdam and London Meetings/Conference (2008).

The Secretariat will ask all Members to kindly review and update their contact details as shown on the METREX e-mail Contact data base and their web site Member Profiles as a context for a further MC discussion on the form and content of the Network's data base

#### **8C METREX video conferencing facility**

METREX has now set up a Network video conferencing facility for the use of Expert Groups and all Members wishing to network with colleagues.

#### **8D GA proceedings**

The Keynote addresses of Professor Norman Davies and Professor Sir David King have been published on the METREX web site.

#### **8E London/Paris booklet**

The possibility of publishing a comparative book on London and Paris metropolitan planning issues and policy responses is being considered by colleagues in the GLA and IAU.

#### **8F Membership**

The effect of the global financial crisis on the membership of METREX is not yet clear. However, the Provincia di Genova has written to say that it will regrettably have to withdraw from membership for the time being (from 2010). A new Genova Metropolitan Authority is being considered and the President of the Provincia has indicated that, in due course, it may be in a position to take up membership. The Øresund Committee has also written to clarify that its terms of reference have changed to place a greater emphasis on promotion and less on strategic spatial planning. In these circumstances it does not feel justified in continuing membership of METREX. However, the Secretariat is in discussion with Copenhagen about the possibility of it taking over membership of METREX from the Øresund Committee.

The Managing Committee is asked to note the changing circumstances in Genova and the Øresund area

## Appendix 1. METREX Members 2008 eligible to vote

### Metropolitan area Member

1 Amsterdam	1 Stad Amsterdam
2 Athens	2 Organisation of Athens
3 Barcelona	3 Prefecture of Catalunya
4 Berlin	4 Capitalregion Berlin-Brandenburg
5 Bilbao	5 Gobierno del Pais -Vasco
6 Bologna	6 Regione Emilia-Romagna
	7 Provincie di Bologna
7 Bruxelles	8 Ville de Bruxelles
8 Bucharest	9 Municipality of Bucarest (UMPCB)
9 <i>Budapest**</i>	10 <i>Central Hungarian Development Agency**</i>
10 Copenhagen/Malmö	11 Øresundkomiteen
11 Eurociudad Vasca	12 Eurociudad Vasca/Bayonne/St Sebastian
12 Frankfurt	13 Planungsverband Ballungsraum Frankfurt
13 Genova	14 Provincie di Genova
14 Glasgow	15 Glasgow and the Clyde Valley Structure Plan Joint Committee/Scottish Enterprise
	16 Ayuntamiento de Granada
15 Granada	17 Metropolregion Hamburg
16 Hamburg	18 Metropolregion Hannover Braunschweig Göttingen
17 Hannover	19 Helsinki City Council
18 Helsinki	20 YTV Helsinki Metropolitan Area
	21 Uusimaa Regional Council
	22 <i>Municipality of Istanbul*</i>
19 <i>Istanbul*</i>	23 <i>Municipality of Krakow**</i>
20 <i>Krakow**</i>	24 Area Metropolitana de Lisboa
21 Lisboa	25 Greater London Authority
22 London	26 Comunidad de Madrid
23 Madrid	27 <i>Chamber of Commerce Marseille/Provence*</i>
24 <i>Marseille*</i>	28 Regione Lombardia
25 Milano	29 Institute for the General Plan of Moscow
26 Moscow	30 Global Cities United
	31 <i>Regionaler Planungsverband München*</i>
27 <i>München*</i>	32 Provincia di Napoli
28 Napoli	33 Metropolregion Nürnberg
29 Nürnberg	34 Oradea Metropolitan Area Association
30 Oradea	
31 Paris	35 IAU (RIF)
32 Porto	36 Area Metropolitana do Porto
33 Prague	37 City of Prague
34 Rhein-Neckar	38 Verband Region Rhein-Neckar
35 Riga	39 City of Riga Council
36 <i>Roma**</i>	40 <i>Provincia di Roma**</i>
37 Rotterdam	41 Rotterdam City Council
38 Saxon Triangle	42 Stad Leipzig
39 Sevilla	43 Junta de Andalucia
	44 Ayuntamiento de Sevilla
40 Sofia	45 Municipality of Sofia
41 South Coast Metropole	46 Borough of Bournemouth
42 Stockholm	47 Stockholm County Council
	48 Stockholm City Council
43 Stuttgart	49 Verband Region Stuttgart
44 Szczecin	50 Municipality of Szczecin
45 Thessaloniki	51 Organisation of Thessaloniki
46 Torino	52 Regione Piemonte
	53 Provincia di Torino
47 Veneto	54 Regione del Veneto
48 Wroclaw	55 Municipality of Wroclaw
49 Zaragoza	56 Diputación Provincial de Zaragoza
	57 Ayuntamiento de Zaragoza
50 Zurich	58 RZU

**44 voting members total as of October 2008**

*\* In the process of joining but not yet voting.* Other potential Members with voting powers in 2009 include Oslo, Vilnius and den Haag

*\*\* Denotes non voting*

## **Appendix 2. South America Study Visit - October 2009**

### **CONGRESS**

#### **INTERNATIONAL MEETING OF THE NETWORK OF EUROPEAN METROPOLITAN REGIONS AND LATIN AMERICA WITHIN THE CONTEXT OF THE VISION FOR NATIONAL DEVELOPMENT TO 2020**

##### **INTRODUCTION**

The Ministry of Public Works is undergoing a process of reflection to gain a view of the country within a perspective of development to 2020. The aim of this is to strategically align the provision of infrastructure services in order to increase the levels of competitiveness of all sectors of the economy and improve the housing conditions and quality of life of its citizens.

Within the context of this period of reflection, the main trends both international and national have been analysed, and the provision of infrastructure services for the city-region is one of those that most stood out due to the strength of the impacts it creates from the point of view of settlement and land occupation and the demands it entails from the planning perspective.

At the meeting of the United Nations Population Fund last year, it was revealingly observed that "In 1800, London was the only city with around 1 million inhabitants. In 1950 there were 8 cities in the world with a population of more than 5 million. According to demographic projections for the year 2015 there will be 47 cities with a population of more than 5 million, 23 of which will have more than 10 million inhabitants, and for the year 2020 the world will have 20 cities with a population of more than 20 million. Next year, in 2008, more than half the world population of 3,300 million will live in urban areas. The projections reflect the fact that by 2030 this figure will have reached almost 5,000 million. Although over the last 200 years the world has experienced a strong process of urbanisation, over the next decades there will be unprecedented urban growth which will mainly take place in the developing countries."

Projected data and tendencies for Chile are also revealing. According to INE projections for 2050, Chile will have a population of 20,204,779 representing a growth of 24.2% from 2005. For the year 2020 the projected population will be 18,549,095, of which 87.2% will be urban population and the remaining 12.8% rural population. Likewise, some interesting trends can be observed today, the main one being a greater relative growth of middle-sized cities in percentage terms, in comparison with the large metropolitan regions of the country. This situation poses a series of challenges that need to be met and worked out in a systemic manner by all the actors, both public and private, that implement actions with a direct impact on metropolitan regions and cities.

It is in this context of challenges and concerns that the study visit and International Congress in Santiago (Chile) in October 2009 will be held, following contacts made by METREX, the Network of European Metropolitan Regions and Areas, with the Ministry of Public Works for the organisation of this event. In turn, the Ministry of Public Works, understanding the complexity of the issues in question and the competencies required to deal with all the aspects that need to be addressed, invites the Ministry of Housing and Urban Planning, the Ministry of Transport and the Regional Government of the Santiago Metropolitan Region in order to address this challenge in a concerted manner.

## **AIMS OF THE CONGRESS**

### **General aim**

Exchange of experience in spatial planning and development between European and Latin American metropolitan regions, through case studies and specific experiences in those territories, in order to create an agenda of collaboration with a view to addressing future challenges.

### **Specific aims**

- 1 Analyse those urban development trends and models that have been observed in the main Latin American and European metropolises, identifying patterns that can be applied to the reality of Latin American cities.
- 2 Discuss prospective scenarios that estimate the likely evolution of cities in 2020, identifying planning requirements and challenges.
- 3 Promote the exchange of national and international experiences that may enrich the development proposals of the key metropolitan regions.
- 4 Find out the strategies and tools that are used for spatial planning and the provision of infrastructure services, identifying areas of implementation for Latin American cities.
- 5 Disseminate the proposals and experiences that have been systematised in the various metropolitan regions in order to progress the development of proposals for specific plans to be carried out.

## **SCOPE AND ORGANISATION OF THE CONGRESS**

The Congress will take place in October 2009 and it will have four components.

- 1 Field visit (one day)
- 2 Conference with a series of presentations related to the metropolitan dimension and case studies of metropolitan cities of Europe and Latin America (two days)
- 3 Internal meeting with the European and Latin American delegation to agree conclusions and a future work agenda (one day)
- 4 Production of the Congress publication.

The organization of the Congress will be through a Joint Committee with two focal points.

### **Chile - Organising Committee**

Made up by GORE Metropolitano, the Ministry of Housing and Planning (MINVU), the Ministry of Transport, SECTRA, and the Ministry of Public Works (MOP) which will have the coordination role through the Planning Director, Ms Vivien Villagran.

### **Europe - METREX Contact**

This network's participation will be through an Organising Committee coordinated by the Comunidad Autónoma de Madrid in the person of Mr. Alberto Leboreiro Amaro, Subdirector General de Planificación Regional, Department of Urban Planning and Territorial Strategy, Ministry of the Environment and Spatial Planning and Development.

## **PARTICIPATION**

We will invite relevant public and private decision makers in the fields of urban and spatial planning, decentralisation and regional strategies, associated with experience in development in metropolitan cities and regions, in order to consider current issues and future challenges that can be addressed through a comparative analysis, with the objective of achieving a more harmonious and sustainable occupancy of the territory, together with an improvement of the housing conditions and quality of life of their citizens.

## **ACTIVITIES OF THE CONGRESS**

- 1 Field visit of the Metrex team and Latin American invited participants, in order to get to know the reality and challenges faced by the Santiago Metropolitan Region. The field visit will be in the Santiago Metropolitan Region, in order to present the current situation and the main challenges posed by the planning and development of this region up to 2020.
- 2 International Conference of Metropolitan Regions of Europe and Latin America 2009. Exchange of Chilean and International experiences on issues associated with city/territory relations in metropolitan regions, as contributions to the new challenges of spatial planning and development (from a practitioner/politician perspective) in this type of region and the identification of future common lines of work.
- 3 Internal Workshop with the organising bodies and external guests. Compared assessment of Chilean and International experiences as a basis for the development of a shared agenda in order to improve the spatial development processes and commit on lines of action for a future collaboration agenda.
- 4 Dissemination and Production of a technical paper with the case studies, presentations and findings and conclusions of the Congress.

## **CONTENT**

- Approaches and alignments of Planning and Sustainable Development of Metropolitan Capital Regions.
- Socio-economic context (in Latin America and Europe)
- Current and prospective competitiveness of Metropolitan Regions.
- Metropolitan structures –building for change.
- Sustainability and Landscape. Environment, water, waste and ecology.
- Climate change, renewable energies. Context of the country and metropolitan cities/regions.
- Infrastructure and metropolitan regions: accessibility; transport; culture, civic centres and heritage; housing, urban development and social integration; architecture and urban design; other.
- Governance for development and social cohesion. Citizen participation.
- Spatial planning tools. Benefits and challenges for the harmonious development of territorial economic systems associated with the competitiveness and sustainability of metropolitan cities and regions.

## **DRAFT PROGRAMME**

Workshop/Seminar over two days, with the following provisional programme

### **DAY 1**

#### **Morning**

**Module 1** - Current situation and perspectives for Metropolitan Cities and Regions. Competitiveness, sustainability, quality of life and social integration.

- Experiences in Europe and Latin America.
- The Chilean experience

#### **Afternoon**

**Module 2** - Models of Governance in Metropolitan Cities and Regions.

- Experiences in Europe and Latin America.
- The Chilean experience

### **DAY 2**

#### **Morning**

**Module 3** - Approaches and Alignments in Spatial Planning. Planning models and tools. Benefits and challenges for the harmonious development of Metropolitan Cities and Regions.

- Experiences in Europe and Latin America.
- The Chilean experience.

#### **Afternoon**

**Module 4** - Infrastructure and Development of Metropolitan Cities/Regions; accessibility; transport; culture, civic centres and heritage; housing, urban development and social integration; architecture and urban design; other.

- Experiences in Europe and Latin America.
- The Chilean experience

### **DAY 3**

**Internal Workshop: MOP; MINVU; M. of Transport; SECTRA, GORE Metropolitano**

#### **Morning**

Comparison of experiences in Europe and Latin America

#### **Afternoon**

Conclusions for an agenda of potential issues for future work and exchange.

Closing Dinner

## POTENTIAL INTERNATIONAL SPEAKERS

- List to be defined by Metrex

## POTENTIAL SPEAKERS FROM CHILE

- Ministry of Public Works
- Ministry of Housing and Urban Planning
- Ministry of Transport and Telecommunications
- SECTRA
- Santiago Metropolitan Government
- Universities with their Urban Studies departments
- Expert urban planners from the Private Sector
- Practitioners of Urban and Spatial Planning from the invited Municipalities and Regional Governments

## DELEGATES

- Managers MOP, MINVU, MINISTRY OF TRANSPORT AND SANTIAGOMETROPOLITAN REGION REGIONAL GOVERNMENT
- National/Regional Practitioners from participating institutions - central services - and Regions.
- University Professors of spatial planning and development and urban issues.
- Representatives from the Private Sector (Associations, Trade Unions, Employers, among others.)

## PRELIMINARY BUDGET FOR THE CONFERENCE

METREX delegates will cover their own air travel and hotel costs.  
The following costs will have to be covered.

ITEM	APPROX COST FUNDING
Transport for the field visit to the Metropolitan Region	To be defined
Lunch for field visit (50 persons)	To be defined
Refreshments for field visit	To be defined
8 coffee breaks for 200 persons	To be defined
4 lunches (50 persons)	To be defined
1 Conference dinner (50 persons)	To be defined
Invited speakers accommodation LA (10 invited speakers for 3 nights accommodation)	To be defined
Posters and leaflets Publication Venue (will try to arrange a CEPALvenue)	
TOTAL	

Santiago, 9 October 2009

### **Appendix 3**

#### **METREX Hamburg Conference on Integration**

Draft Programme (8 Feb 2009)

##### **Aim of the Conference**

Presentation and exchange on best practice on how to prepare young people with a foreign or migratory background for the labour market and how to better integrate them.

##### **Background in Germany**

A high percentage of immigrants – many of them descendants of workforce having come to Germany during the 1960s or later fail their school exams and skilled job training and, as a result, have difficulties integrating. On the other hand, a significantly higher percentage of those youngsters with a “foreign” or “migratory” background who manage to succeed their school careers still fail their university studies. This is not only a social challenge: the German labour market is in desperate need for qualified workforce. We are therefore looking for recipes and for an exchange of experience.

##### **Target group**

Experts in integration politics, project managers, METREX desk officers

##### **Programme**

Wednesday, 17 June 2009

Arrival in Hamburg

20:00 h            Get Together, City Hall

Thursday, 18 June 2009

9:30 h            Registration, coffee, City Hall

10:00 h            Welcome address by Mrs. Christa Goetsch, Hamburg Minister for  
Education and Professional Training  
Welcome address by Representative of Federal Government, Berlin  
Key Note Speech on Immigrants in Europe

Presentations of projects and experience by METREX members, discussion  
We hope for contributions from Stockholm, Oslo, Copenhagen, Amsterdam,  
Rotterdam, Paris, Marseille, London, Barcelona, Madrid, Vienna, Munich,  
Stuttgart, Berlin, Frankfurt, Mannheim (Rhine-Neckar) and others

20:00 h            Dinner on invitation of Aurubis - Norddeutsche Affinerie (Europe's largest  
copper producer and world market leader in copper recycling. Arubis runs  
some of Hamburg's most impressive integration projects.)

Friday, 19 June 2009

9:30 h            More presentations  
Visit of projects, guided city tour  
15:00 h            End of conference

## Appendix 4

### EU 2009 Review of TEN-T programme

#### Preamble

The Trans-European Transport Network (TEN-T) programme was established in 1996 and last reviewed in 2004. Since 1996 some €400bn has been invested in the transport infrastructure of the EU. However, over this time the EU has also expanded significantly and new issues have emerged, including climate change.

The European Commission has now initiated a period of consultation on the form and content of the future TEN-T programme through a Green Paper published on 4 February 2009. This will run until **Thursday 30 April**.

The Green Paper raises 12 specific questions for consultation and presents three options for the future form and content of the TEN-T programme (see Appendix 1). The terminology used to describe these options is not as clear and accessible as it might be. However, in essence they amount to the following.

- 1 A comprehensive transportation network (95.7k km of road links, 106k km of railway links (32k km of high speed links), 13k km of inland waterways, 411 airports and 404 sea ports) requiring €500bn of further expenditure and unconnected priority projects (currently 30).
- 2 Reducing the TEN-T programme to priority projects, possibly connected to a priority network.
- 3 A comprehensive network and, within this, a core network comprising a priority network and a process (sector-related policy objectives and criteria) through which to develop "projects of common interest".

METREX has registered as a consultee and this draft Response has been prepared by the METREX Secretariat as a basis for discussion and consultation within the Network on the response that might be made.

METREX Members are kindly asked to send their views to the Secretary General by **Friday 17 April 2009**. Colleagues in the PolyMETREXplus and EU CO2 80/50 projects may wish to make specific responses in relation to their PolyMETREXplus RINA (Representative Inter Regional Activities) and to climate change and transportation. Members may also wish to make specific responses in relation to the 12 Questions for Consultation in the Appendix

#### Subsidiarity

The concept of subsidiarity is the key EU philosophy for relating the different levels of government. It means that each level, European, national, regional and urban, is obliged to address the key issues that can only be dealt with effectively at that level. In this way each provides a reasoned policy context for action at the level below and an input into action at the level above.

The problem at the European level is that the EU is structured in policy silos (of which transportation is one) and that there is no mechanism for the creation of an overall and integrated EU strategic view. For example, it might be expected that territorial cohesion (and spatial planning) would be strongly related to transportation, energy and environmental policy within an overall vision and framework for the future development of the territory of the EU.

Such an integrated approach is normal at the city region level. This is one of the major problems for the current TEN-T review.

### **An integrated spatial vision/framework for Europe**

Transportation flows are generated in large part from within and between Europe's major urban areas. The shortcomings of the so called "predict and provide" approach to transportation provision have been well recognised and replaced by a policy led approach which sees connectivity as a means through which to achieve the wider goals of social cohesion and economic competitiveness. Transportation demand can be influenced by wider trans national European and more local regional and urban economic, social and environmental policies.

For example, territorial cohesion, as a concept, assumes a reduction in socio-economic disparities across the EU and connectivity has a major role to play in achieving this. The European spatial observation network (ESPON) has carried out and published research into the strengths and weaknesses of Europe's 100+ recognised major urban areas. Improved European connectivity within and between well established and recognised urban clusters and corridors has a key role to play in the development of a Europe that is better balanced and more cohesive. This is one of the key policy approaches that should drive a future TEN-T programme.

It is disappointing that the recent Green Papers on Territorial Cohesion and the TEN-T programme should have been produced so close together in time and yet, apparently, with so little coordination and integration between them. It is also disappointing that neither Green Paper takes the opportunity to present a vision of what better might look like in European territorial terms. Neither takes the opportunity to use imaginative graphics or modern means of visual communication. Both rely on the written word to describe their planning approaches.

To those working at the regional and city region level this is a sadly limited approach. The EU should look to colleagues in countries such as the Netherlands and Germany, which have both produced national Spatial Visions, integrating territorial, transportation and environmental considerations using a much fuller range of visual communication techniques. One effective graphic is worth a thousand words and also demands the discipline of clarity of thought to be effective.

The PolyMETREXplus project, under the Interreg IIIC programme and led by the Generalitat de Catalunya, was an attempt by a 20 European metropolitan areas to scope and illustrate the potential for a European spatial vision and framework as a contribution to the debate on territorial cohesion. The PolyMETREXplus project emphasised the need for North/South, East/West and peripheral connectivity to be improved to counter the current radial emphasis to the London/Paris/Rhine/Ruhr European core area. This would help to facilitate greater inter action between clusters and corridors of urban areas outside the core and promote the better territorial balance and cohesion being sought by the EU.

### **Energy, transportation and climate change**

The EU is currently considering a trans national approach to the integration of the sources of renewable energy within and adjoining its territory. For example, the connection of northerly and easterly wind and coastal wave and tidal resources with southern solar resources by a new high voltage direct current (HVDC) grid network.

The decarbonising of the EU's energy supply in this way needs to be reflected and related to the decarbonising of EU modes of transportation. Investment in renewable energy for transport is more important than investment in transportation infrastructure as such, given the imperatives of climate change. It might be expected that energy and transportation policy within the EU would be closely integrated in this way. For example, there will be a need for infrastructure to supply the new generation of electric/hybrid cars and goods vehicles and to pilot and promote the use of hydrogen.

### **Draft response by METREX to the three TEN-T options in the Green Paper**

Having regard to these considerations METREX would advocate the following approach to the review of the TEN-T programme.

- 1 EU transportation policy and programmes should be set within a wider and integrated vision for the future planning and development of the territory of the EU. This should be produced jointly by the Regional Policy, Employment and Social Affairs, Transport, Energy and Environment Directorates.
- 2 The vision might usefully draw on the assessment of the strengths and weaknesses of Europe's major metropolitan areas carried out by ESPON and reflect the need to achieve a better urban balance across the territory of the EU.
- 3 Within this context, the EU transport strategy should include an overall TEN-T programme and related priority projects. The strategy should be to support cohesion and competitiveness, as portrayed in the overall EU vision, and the programme should set out the projects of European significance that will be supported in the short, medium and longer term.
- 4 The future TEN-T programme needs to emphasise North/South, East/West and peripheral connectivity to counter the current radial emphasis to the London/Paris/Rhine/Ruhr European core area. This would help to facilitate greater inter action between clusters and corridors of urban areas outside the core and promote the better territorial balance and cohesion being sought by the EU.
- 5 Transport is one of the primary sources of EU greenhouse gas emissions. EU transport in the future will have to be based on electricity and hydrogen as primary fuels. The infrastructure to support this shift for road, rail, maritime and aviation transport needs to be a major part of future TENT-T programmes and projects.

## Appendix

### The 12 questions for consultation in the Green Paper

- Q1 Should the Commission's assessment of TEN-T development to date cover any other factors?
- Q2 What further arguments are there for or against maintaining the comprehensive network, and how could the respective disadvantages of each approach be overcome?
- Q3 Would this kind of priority network approach would be better than the current priority projects approach? If not, why not and what are the particular strengths of the latter? If so, what (further) benefits could it bring, and how should it be developed?
- Q4 Would this kind of flexible approach to identifying projects of common interest be appropriate for a policy that, traditionally, largely rests on Member States' individual infrastructure investment decisions? What further advantages and disadvantages could it have, and how could it best be reflected in planning at Community level?
- Q5 How can the different aspects outlined above be best taken into account within the overall concept of future TEN-T development? What further aspects should be taken into consideration?
- Q6 How can ITS, as a part of the TEN-T, enhance the functioning of the transport system? How can investment in Galileo and EGNOS be translated into efficiency gains and optimum balancing of transport demand? How can ITS contribute to the development of a multi-modal TEN-T? How can existing opportunities within the framework of TEN-T funding be strengthened in order to best support the implementation of the ERTMS European deployment plan during the next period of the financial perspectives?
- Q7 Do shifting borderlines between infrastructure and vehicles or between infrastructure provision and the way it is used call for the concept of an (infrastructure) project of common interest to be widened? If so, how should this concept be defined?
- Q8 Would this kind of core network be "feasible" at Community level, and what would be its advantages and disadvantages? What methods should be applied for its conception?
- Q9 How can the financial needs of TEN-T as a whole - in the short, medium and long term - be established? What form of financing – public or private, Community or national – best suits what aspects of TEN-T development?
- Q10 What assistance can be given to Member States to help them fund and deliver projects under their responsibility? Should private sector involvement in infrastructure delivery be further encouraged? If so, how?
- Q11 What are the strengths and weaknesses of existing Community financial instruments, and are new ones needed (including "innovative" instruments)? How could the combined use of funds from various Community resources be streamlined to support TEN-T implementation?
- Q12 How could existing non-financial instruments be improved and what new ones might be introduced

