



# **2 PROCEEDINGS**

METREX Brussels Autumn Conference  
7-8 October 2014



## Brussels Proceedings

### Wednesday 8 October 2014

## Session 1:

### Governance in Metropolitan Regions and Opportunities for Macro-Regions

#### Welcome and introduction



#### Johannes JUNG

Head of the Representation of the State of Baden-Württemberg to the EU

Welcome everybody in the Representation of the State of Baden-Württemberg to the European Union, it's a pleasure to welcome you here always on behalf of our Minister on the Baden-Württemberg European International Affairs, Peter Friedrich. I would like to especially welcome Mrs Nicola Schelling well known here in Brussels and especially in the Representation. Pleased to see her again. Walter Deffaa, the Director General of DG Regional and Urban Policy, Mr Ahrend Senior Economist at OECD and Mr Schäfer Head of Regional Statistics and Geographical Information from Eurostat, and a special welcome also to you Miss Sichel you will accompany today's conference as a presenter here. Your guests today we will host this conference on the topic Metropolitan Dimension to European Affairs, Governance, Macro Regions, Low Carbon Strategies and Metropolitan Mobility. This is a big package of issues but they are all interconnected. As a network of the European conurbations and metropolitan areas METREX has made its objective to push on with the exchange of experiences between European metropolitan areas and between different levels of public administration and relevant stakeholders as we

used to call them today. By now the network comprises 50 members, among them also two metropolitan regions from Baden-Württemberg, the Stuttgart region and Rhine-Neckar region which is not divided but interconnected in three regions of Germany, and there is a lot of experience in cross border regional cooperation which is also connected especially to the metropolitan region in the Rhine-Neckar area.

The European metropolitan areas are engines of economic, social and cultural development. These are the locations where changes towards the future are taking place and it's also interesting to know that about 60% of the population inside the European Union are living in European metropolitan areas. So this is not to neglect, this is one of the main powers, the main engines in the development of European integration as well. For that reason certain European challenges cannot only be elaborated and solved at the political level it also needs the inclusion of the metropolitan regions and the metropolitan areas.

Today's METREX conference is concerned with the importance of the inclusion of the metropolitan areas with certain European issues, as for example, sustainable growth and other objectives, but the conference is also concerned with issues which affect it, especially the metropolitan areas because they have special interests, special living conditions and special developments. Mentioned here are governance in metropolitan regions, opportunities for macro regions and concepts for metropolitan mobility and now, once again, welcome to the Representation and I would like to hand over to Mrs Schelling and I wish you all an insightful conference and an interesting day in Baden-Württemberg. Thanks a lot.



## Introduction to the METROPOLITAN DIMENSION Position Statement



**Nicola SCHELLING**  
President of METREX

Dear Director General. Dear Mr Johannes Jung your speakers of today's conference and I would like to welcome as member of the first panel Mr Ahrend from the OECD. Dear members of METREX, dear members of political delegations as from Emilia Romagna, Amsterdam and from Stuttgart region, the guests from within and outside the European Union for example from Istanbul or from Shanghai. Ladies and gentlemen, I am delighted to welcome you today to our METREX conference Metropolitan Dimension of Europe. Thank you very much Mr Jung for hosting us here in the wonderful premises of the Representation of the State of Baden-Württemberg to the European Union and thank you for your welcoming words.

For those who do not know METREX or have not done so only since you were invited to this event, METREX is a network of more than 50 metropolitan regions which are urban hubs and their conurbations. Observers come from the US and Asia, we meet several times a year at conferences and in expert groups where we work in a very practical way. We face comparable challenges and come up with joint solutions. Although our focus is practical knowledge we also work together closely with research and science. What is important for us is to bring together different political and administrative levels, business and civil society to achieve the best outcomes. We pool wide expertise in regional planning, urban rural relations, sustainable mobility and green infrastructure and we are experts in models of governance in metropolitan regions.

Our aim as a network is to become the first port of call for all practical questions of regional development in Europe. As you said already, 60% of the inhabitants of Europe live in metropolitan regions, globally the figure is 70% and rising. When looking down on Europe from the air at night or when looking up to the wall here, the metropolitan areas look like points of light or connected patches of light. For me that symbolises a Europe consisting more and more of connections by interlinked spaces, that the reality of modern life unfolds into interconnected spaces and not individual towns or villages, it's also shown by the flows of commuters. For instance, in my home in the Stuttgart region, our average citizen lives in place A, works in place B, spends his leisure time between places A, B and C and all in the Stuttgart region.

In many areas, for instance, the project to cut CO2 emissions and improve public transport requires a solution on a regional level and not an isolated approach. Members of METREX are working flat out at many different patches of light on the map of Europe to achieve aims stated by the European 2020 strategy. Smart, sustainable and inclusive growth, other strategy buzzwords, yet those stakeholders in metropolitan regions have engaged themselves deeply, in some cases over decades, such as in the region of the Stuttgart the democratically elected regional parliament is celebrating its 20th anniversary this year, they are still not a recognised level for instance as a NUTS level. That has to change if the European Union wants to achieve its 2020 or 2030 goals firstly because the bulk of the change must happen in the metropolitan regions not just because 60% of people live there but also because they generate 58% of the European gross domestic product. Secondly, because social and environmental issues and the problem of overloaded infrastructure are most pressing in metropolitan regions and thirdly, because with their high level of dynamism and innovativeness they create the best conditions for pioneering and implementing good sustainable solutions with a moral corrector and a knock on effect on their Hinterland.

You can read all about our demands and ideas throughout the European Union in our position paper which is available here to you. We would be pleased for you to circulate it in your organisation and at work. The paper is also available online.

Now ladies and gentlemen, I would like to invite you to make use of the expert knowledge pooled here and expand your network. Besides



the presentation from the European Commission, Eurostat and the OECD, in particular I'm very much looking forward to the many practical examples from this time regions from Italy to Sweden and from Poland to France. I wish us all a good conference day in fruitful discussions thank you.

**Moderator Katrina SICHEL:** So we have set the context for today's discussions, it's now time to launch into our first debate entitled governance in metropolitan regions and opportunities for macro regions. How important is governance at a metropolitan level for economic, inclusive and sustainable growth? Now, to set us off in the right direction, may I welcome to the stage Walter Deffaa, Director General, DG Regional and Urban Policy European Commission.



## Governance in Metropolitan Regions



### Walter DEFFAA

Director General, DG Regional and Urban Policy

Thank you, and thanks to Mr Jung, for hosting and also Nicola Schelling for welcoming us here. Ladies and gentlemen, it's a pleasure for me to be here so with all of you. It's exciting times at the moment. We have the open days which is the top event for regional policy in the autumn in Brussels, 6,000 people participating, more than 100 workshops. That's also the reason why I have to leave you at shortly after twelve because I have to go back and close one of the workshops that I haven't participated in. So it's also busy times and interesting times because we are in this transition phase between the old and the new commission and you know our current commissioner Johannes Hahn has very much championed... championed the role of cities in EU policies, not only in cohesion policy and of course it will be up to the new commission to decide on the way forward, but I think we can be confident because the Commissioner designate Katerina (inaudible 11:28) she was very clear in her hearing and she made a very strong point about the importance of cities for Europe and the specific role of cities as a natural partner in cohesion policy.

We are also reviewing the Europe 2020 strategy and this is very good that you mentioned it also in your position paper, cities and metropolitan areas have a role, a key role to play. So challenging times, interesting times for Europe also for cities in Europe.

It's like preaching to the converted if here I say, as all the people who have talked before me, how important cities are for the competitiveness and for the jobs creation in Europe. So it's centres of employment, business, innovation, activities, they attract all the brains, or most of

them. It's about knowledge facilitation and also providing good high quality public services. That's the upside, but there is also a downside. So because all the challenges, all the problems they also kind of concentrate in metropolitan area, poverty, housing, social segregation. So to a certain extent it's the challenges and the opportunities that crystallise in cities.

So if you want to be successful in Europe we have to be successful in cities. It was already said Europe is becoming more and more urban, but it's something that our citizens want. So they are not forced into cities because that I think is very interesting. There was a Europe barometer survey last year and it shows that 80% of people they appreciate living in cities and I think that's an encouragement for all those like you who work in and for cities, but it's also the regions around the cities that are equally growing. OECD average almost 80% of the rural population lives around or close to an urban area and this is most prominent in countries like Germany, Slovakia and the Czech Republic. So all this shows too that it's not only about metropolitan cities it's not only about cities, it's also about the links between the cities and the rural surrounding. So it's about also urban rural linkages.

So to sum up, EU policies be it a growth strategy, be it social policy, energy policy, you name it, they will only be successful if they are successful in cities and I think that's, to a certain extent, the essence of what we call the urban dimension and it's this urban dimension that in the new period of programming 2014 and 2020 has been reinforced significantly very much under the leadership of Johannes Jung.

So in the new period first thing to note is 50% of the money will be spent in cities, that's an important point. 50% of the European regional fund to be spent in urban areas. So that's between 80 to 90 billion, but what I think from your point of view maybe even more important is that for the first time 5% has been reserved for integrated sustainable urban development with the active participation of the cities and that's the interesting thing. It's integrated sustainable urban development with the participation of cities. This is the famous... for the experts the famous article seven of the ERDF regulation and that when you add up all the money that brings us to more than eight billion. So it will be cities who have to develop integrated urban strategies to tackle economic, environmental, climate and demographic and social challenges and they will be responsible for it. So it's very much about empowering cities. Cities should no longer be only



beneficiaries of the funds but they should become actors responsible for development and implementation for the integrated strategy for the conception but also at least for the selection of the project and if member states wants I can even delegate more tasks.

They will also have at various posts new tools that go beyond the administrative borders. So you might have heard about the integrated territory of investments, the iti, where in a functional area you can combine sources from different priority axis, even from different programs in order to develop a customised strategy for your city. The good news is that 20 member states want to use these ITIs, ten ITIs will focus on urban rural development, important money behind five billion, and the most prominent example is probably Poland where they have ITIs specifically for metropolitan areas. So we very much welcome this. So you see there is something happening in the direction you want to move.

Just to mention also the other two elements that are new in the new programming period. The one is the urban innovative actions package of 370 million and first calls for proposals will come out next year for all the cities above 50,000 inhabitants and those who participate in the innovative actions and those who are actors in article seven, that I just mentioned, they will build together what you call the urban development network in order to discuss conglomerate territories, exchange practices and this very much also in connection with other networks that exist already like the URBACT.

Maybe you are interested also on how the whole programming is making progress. So you know we have the two levers for partnership agreements and then the operational programs, quite good news to date. The commission has adopted about two thirds of the partnership agreements and we should get through nearly most of them at the end of this month. So at the moment we already have the umbrella, the frame for more than 300 billion euros for the next seven years and also on the operational program side a lot of progress is being made. 95 of the operational programs have come in and for the moment we only have adopted three, but I think we will go faster in the near future. These programs are not easy because there are a lot of innovations like performance orientation, so... and this is a change process in the member states in the regions also in my DG and in the end what you want to get is quality. So we will not sacrifice quality for speed.

Maybe a short word about the EU urban agenda. You know this is a discussion that has been going on for quite some time, but I think now that we are in times where budgets are tight everywhere and where there is an increasing demand for policies that are close to the citizens and for policies that are joined up, that have more impact than competing policies. So because of all this the debate about the urban agenda has become particularly topical and we have this year the cities forum where also many of you participated and that gave also a new drive to this process. So the main avenues are asking for better coordination and coherence of EU policies, also to reflect the needs of cities and then also to give a stronger word more direct involvement of cities in EU policy making. For us this is a clear priority. It's important that the agenda is not just producing papers, papers, papers. So that's why we push this forward another step by making a public consultation and asking particularly the key questions what are the areas the urban agenda should address, where is the biggest value added and how the actors at different levels should be involved?

You know the consultation has closed two weeks ago, well some came a bit later, but its member states, its cities, associations thanks also for your contribution, academics, business and individuals, more than 200 contributions. So what we are doing at the moment we will study all these contributions and then analyse them and report by the end of the year, but I think we can already see some things transpiring. So it's very clear big consensus that we need something like an EU agenda and it's very much about establishing stronger links with the citizens, improving the coordination of the policies, improving the implementation of agreed strategies. It's not only the design it's also the implementation and then special focus points pressing societal challenges such as carbon neutral economy. So there is a big demand but there seems also to be a rather broad understanding not to create new legislation but to build upon the existing one.

So you see all this is very much work in progress. So this is a big building site. So ladies and gentlemen, you as metropolitan regions and METREX as a very important network, you can play a very important role. So please remain engaged, remain an active even sometimes critical partner in these discussions, what should be the goal in the focus of an urban agenda and how it could be implemented? So your commitment is key because, as I said at the beginning, the future of Europe will be shaped in European cities and metropolitan areas. Thank you very much.



## Urban productivity and governance



### Rüdiger AHREND

Director General, DG Regional and Urban Policy

**1-12** Thank you very much, it's a pleasure to be here. Thanks for inviting me. I mean usually at a conference you're meant to speak for 15 minutes but everybody knows you're speaking more, so for me I expect to be speaking really for 25 minutes, this is one of the rare places where it actually means 15 minutes. So I was planning on speaking about productivity and then about urban fragmentation and then urban governance. I will skip the part on productivity so maybe I can come back to that in the questions and answer session, and what I also want to say whenever I'm using the term city what I'm really talking about is conglomeration.

So in the first part we were basically talking about having productivity and how larger cities are more productive than other parts of the country and what factors effect productivity. So now the second part we're looking at a fragmentation basically and what we can see that a lot of... I mean cities urban conurbations consist of a large, very large number of municipalities and we're not talking about ten or 20 but a lot of them you're talking several hundreds and that obviously may not be terribly efficient, you all know these issues. I mean when you have built some infrastructure or something and they have like 50 people around a table this gets really unamenable and certainly there can be huge costs of corporation and there can be huge cost of infrastructure that doesn't get billed. So I mean there can be basically negative economic effects from this fragmentation. Also, what will also happen is like a negative spill over in the sense that when one municipality is putting their waste in a place which is very convenient for them but is very bad for all the neighbours because they

just have large settlements next to it and so there can be lots of negative effects of fragmentation basically.


We have seen that in a lot of cases studies we have been doing and the question that we have actually have is we have noticed just something which we've seen in the case studies but which is once in a while is general systematic effect from fragmentation on productivity in cities.

Then secondly obviously we asking the question are there any mechanisms that can be used to overcome this fragmentation should there be a problem.

For the first thing we were looking at the empirical effects and what we saw is basically over the last decade, there has been a pretty large difference in cities depending on the level of fragmentation and what you see is that basically the OECD cities that have a relatively low level fragmentation they have much more growth rates than those cities that had a lot of fragmentation and that's not just some countries it's occurring faster (inaudible 28:28) control for this trial.

When you're looking at productivity levels and you're just looking at graph of growth rates, so you can take something like GDP per capita you see a very similar picture here. So basically fragmentation is going up then basically productivity is going down. So there seems to be descriptive evidence or there seems to be an awful lot of descriptive evidence that indeed fragmentation is bad for the productivities of these cities.






# URBAN PRODUCTIVITY AND GOVERNANCE

**Rudiger Ahrend**  
Head of Regional Economics & Governance Unit

METREX Brussels Autumn 2014 Conference,  
Brussels, 8 October 2014




## OUTLINE

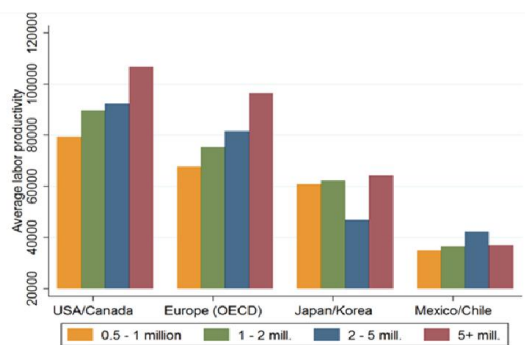
1. Urban Productivity
2. Urban Fragmentation
3. Urban Governance

NB Throughout this presentation, the term “City” is used as a short-cut for urban agglomeration.

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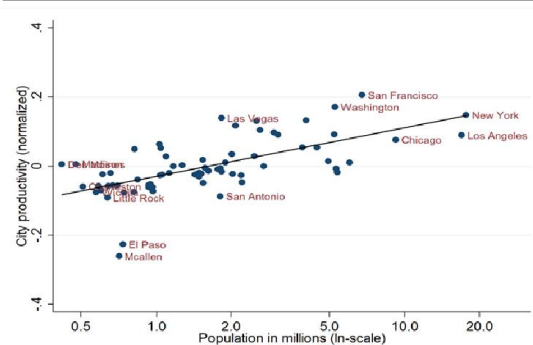
## Bigger cities are more productive



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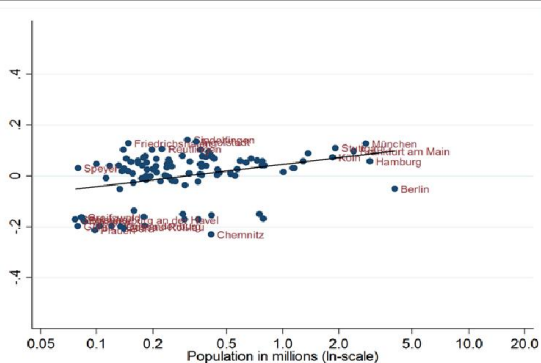
## City productivity premia in the United States



4



## City productivity premia in Germany



5



## Bigger cities are more productive

- The productivity increase associated with increasing a city's population—are in the order of 2-5.0% for a doubling in population size.
  - This implies, e.g., that moving from a city of roughly 50000 inhabitants to the Paris agglomeration – on average - increases productivity by an order of magnitude of 20%.

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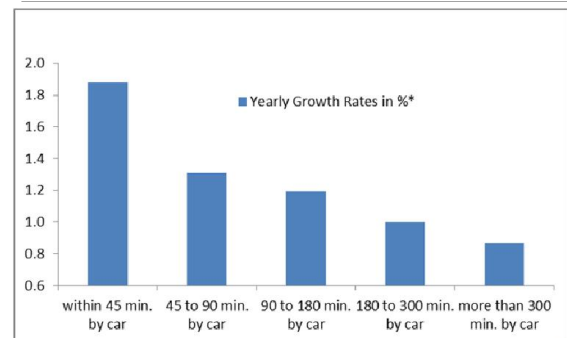


## Cities make nearby cities more productive

- Proximity to nearby populous cities affects positively the productivity of a city, implying that – in a certain sense – cities can utilise the agglomeration of their neighbours.
  - For a given city, if the population (discounted by distance) that lives in other cities within a 300 km radius, is doubled  
=> the productivity of the central city increases by 1-2 percent.

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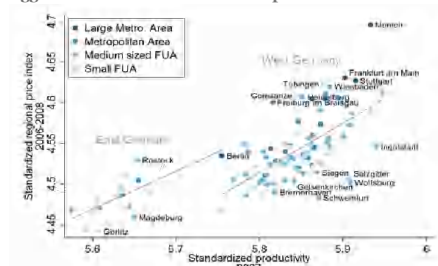
## Region's economic growth increases with proximity to large cities



8

## Higher productivity comes with higher prices

Agglomeration benefits and local price levels in Germany



- Overall, gains from agglomeration, but **local purchasing power does (on average) not increase with city size**

9

## Differences in local purchasing power are partly driven by amenities

- Local purchasing power varies widely around the average, and amenities can explain a significant share of the variation
- Residents are willing to pay for local amenities
  - Proximity to large bodies of water (coast or lake), cultural attractions (theatres/operas/etc.) and UNESCO World heritage sites make cities relatively more expensive
- Disamenities require compensation
  - PM10 air pollution reduces local price level relative to productivity benefits
- More educated individuals appear to be willing to pay more for amenities; also, the share of university educated workers seems to be a local amenity in itself.

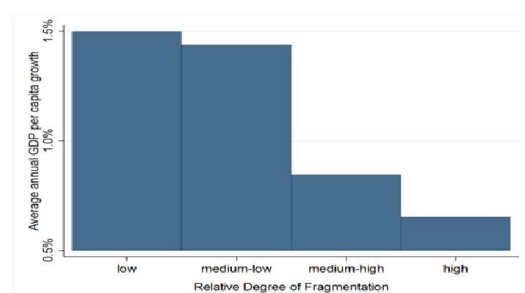
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## Urban governance: administrative fragmentation

- Functional Metropolitan Areas often consist of several hundred municipalities
- => possibility of economic inefficiencies
  - high costs of coordination
  - certain policies taken at municipal level are likely to have negative effects on other municipalities (that are not internalised)
- Fragmentation may lead to suboptimal outcomes
- Can specific metropolitan governance bodies help?

11

## Less fragmented urban agglomerations have experienced higher economic growth



12



**13-18** Then we have, we went to really high tech number crunching and stuff like that and what we got out of that is basically that when we are growing population size you're basically having twice as many municipalities then basically that costs you 6% of your productivity and you can say that basically each year your GDP per capita is going to be 6% lower than you would have otherwise. Now maybe that's not that much but then again I mean fragmentation you might have a lot of it, maybe twice as much municipalities three, four, five or even ten times more than maybe would be optimal. So you may have very significant productivities and very significant negative economic effects from this fragmentation.

Now the question that we're asking is we understand that... I mean obviously there are reasons why there are lots of municipalities, there's a lot of functions important to be close to the citizens, but I mean then maybe there's also functions which are kind of at the metropolitan level for example, urban planning, transport planning and things like that and so we understand that municipal agglomeration is not really always the solution and also it's something that a lot of countries it's politically not feasible anyway, so we thought well what other mechanisms that can be there that can be used to overcome this negative economic effect from fragmentation? Then we thought really about bodies of urban governance.

Now the problem here, when we started to look at the issue there was basically no systematic data on urban governance and no schemes that were actually out there and also what we first had to do we also had to do a survey and really trying to understand what does the situation look like out there and so we kind of like collect the data on basically what kind of metropolitan bodies are there in the different cities of the OECD. So we're looking here at cities in metropolitan areas with more than 500,000 inhabitants in that study.

The main question that we asked there was basically do urban bodies exist for the metropolitan area and then what kind of functions do they have, what kind of budgets do they have and so on and so forth and that's important to specify that and then we classified them in four ways. So that's the softest form of governance bodies just when you have an organisation of coordination, that's basically when for example a mayor's meeting twice a year, something like that. That may not sound very much but then again there is places where you have a city and then you have the surrounding region very strongly integrated

(inaudible 32:12) half the working population commuting from the surrounding region of the city and basically the politicians from the city and the politicians from the surrounding regions haven't been talking to each other for ten or 15 years. I'm not saying that's the norm but that's also something which is not as impossible.

Then the next step we have more institutionalised inter-ministerial authorities. So you have core organising, organising water or waste collection or something like that and then you can have super municipal authorities, that's something like the greater London authority for example, and then in some places that's very clear. That's basically when the city has its functions at the next higher level. So basically when the city like for example in a Germany context, of a city would be also like the lander or something like that.

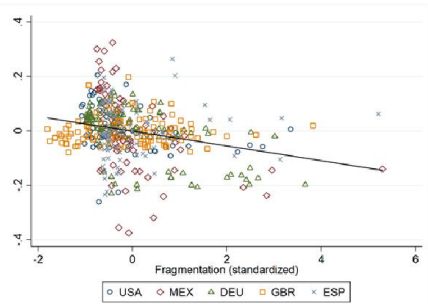
Now, we started looking do governance bodies exist and then we found that basically two thirds of the OECD has some kind of governance bodies, but actually one third they don't have one. So I mean... and we also related some countries who don't have and others who have them but no that's not the case. A lot of countries actually have cities which have metropolitan governance bodies and others that don't. So there's a lot of variation between countries there.

Then what we see that basically one third of these governance bodies are the informal type so the softest type and then you see that effect when you get to stronger forms of cooperation of governance bodies then they become (inaudible 34:05). Yes, what's here? Well I don't know what happened here, this slide is missing. I think that slide was showing you basically there's a tendency for larger metropolitan conglomerations to have a higher probability of having these governance bodies.

Then also what are these governance bodies typically doing and well you see, there's a whole range of things they're doing and possibly more things which we didn't think and also didn't ask, but what they typically do is they are in regional development, they're in transportation, they're doing spatial planning. Now regional development it's maybe something that everybody understands in slightly different way so it's not really that clear what that means, but I think that it's generally in transport and spatial planning, that's really important activities and should be co-ordinated at the metropolitan level doing their own actions in these areas.



## City productivity premia decrease with municipal fragmentation



OECD estimates indicate that a twice higher number of municipalities per 100.000 inhabitants is associated with around 6% lower productivity levels.

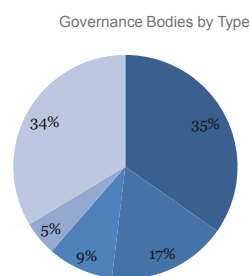
## How can the challenge of administrative fragmentation be addressed?

- Case studies suggest that **governance bodies** can reduce the “cost” of administrative fragmentation
- OECD Metropolitan Governance Survey:**
  - Collect data on governance structures for all ~270 metropolitan areas in the OECD
  - Provide representative country overviews
  - Develop categories to classify governance structures and enable quantitative analyses
  - Use the data for quantitative studies on the effect of metropolitan area governance

## OECD Metropolitan Governance Survey

- Data focuses on permanent structures of cooperation:
  - Do *Governance Bodies* exist?
  - What are their powers, fields of work, budgets, staff numbers, etc.?
  - Who is represented on them?
- Governance Bodies can be classified in four categories
  - a) Organisations based on informal/soft-coordination
  - b) Inter-municipal authorities
    - i. (Single-purpose)
    - ii. Multi-purpose
  - c) Supra-municipal authorities
  - d) Metropolitan Cities

## Governance Bodies

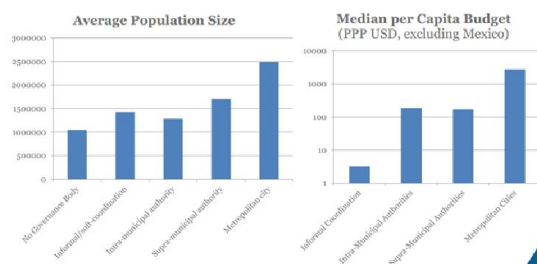


- Following charts based on data collected for around 270 metro areas
- Governance Bodies exist in more than half of them
- Most common are bodies without own competencies

## Governance Bodies

Average Population Size

- Larger metropolitan areas are covered by more stringent governance arrangements

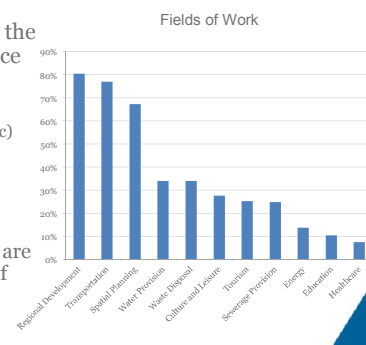


## Governance Bodies

- 3 fields dominate the work of governance bodies:

- Transportation
- Regional (economic) development
- Spatial Planning

- Roughly 2/3 of all governance bodies are active in all three of them





**19-24** So then what we've kind of like tried to do is to start to understand whether these government bodies have measurable impacts or whether they're just there. So as I was saying I think the most important function, I'm not saying that we should be involved in this model, I'm just saying that it's probably very different, but people understand it probably not clear, the outcome should be on that. But we're looking at transportation, spatial planning and trying to see whether they have much of an effect and for example when you're looking at the spatial planning then you see that basically in those metropolitan areas which have a governance body spatial planning then the change to urban sprawl is much less of an issues. So basically, I mean those areas which don't have a governance body have a tendency to sprawl more.

And similarly, we were looking whether metropolitan areas are having a transport authority, generally the public perception of the quality if the public transport system are much better, so people are travelling on the transport system in those places than in others. Then also have implications for the environment but you also can show that basically in those metropolitan areas that do have a transport body then basically I mean they are having much less ppm emissions, they are much lower.

And finally, so I mean we also kind of looked at the overall governance body and as I was saying before basically when you're having fragmentations, or when you're having like twice as much as municipalities, you're losing 6% of your productivity. But then if you're having a governance body for a metropolitan area that's mitigating this effect, so it's only just half of that percent and here again, I mean there are certainly governance bodies that are better quality than others, so presumably when you have a well-functioning governance body then the mitigating factor will be much, much larger. But I mean that shows you basically, how really important it is to have certain functions being undertaken at the metropolitan scale, and not at the scale of the municipality.

Now, we also then thought about what if you do a metropolitan reform, what are the best ways of doing it and what we realised is basically, there's not one solution for everybody, there's not a one size fits all for a governance body. Because I mean different, I mean cities are different. They have different histories, there's different political systems, I mean they're different in preference of the population and so they, I mean there's not one model that works best everywhere. What is very important is the

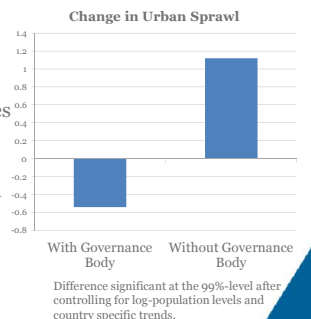
process, also it's kind of like that the – if you're trying to improve the government structures in the metropolitan area the process is set up in a way that the outcome is really the one that's necessary and often for your metropolitan area. That means that you have to take accounts of the model, of steps in the process, for example on the slides to see a sector can be created and to basically, I mean come up with a good solution for your metropolitan area.

Then my last 20 seconds, I just want to say something about what I have not been able to talk about, because what is also really important is kind of the government structures in the metropolitan centres and the surrounding urban areas and there's a new OECD report on rural urban and I just wanted to draw your attention to that, and leave you with this slide, how to do the methodology thank you very much.



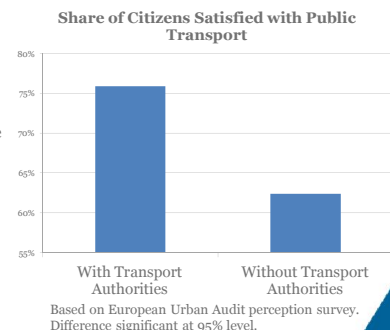
## Governance bodies can reduce sprawl

- Urban sprawl creates negative externalities in Metropolitan areas (MAs)
- Cooperation is a way to internalize the externalities when making policy decisions
- > **Sprawl decreased in MAs with governance body, but increased in those without!**



## Governance bodies can increase well-being

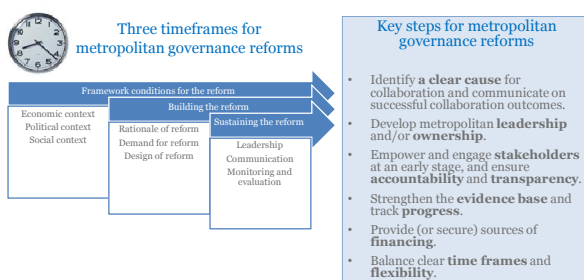
- Public Transport projects usually cut through many jurisdictions
- Cooperation is required for effective implementation and coordination of services
- Citizens are more satisfied in MAs that have sectoral authorities for public transport**



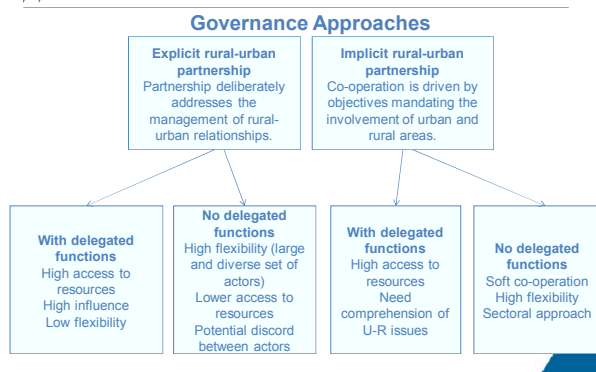
## Governance bodies positively affect economic productivity

- Within countries, cities with fragmented governance structures have lower levels of productivity.
  - For a given population size, a metropolitan area with twice the number of municipalities is associated with around 6% lower productivity.
- Effect mitigated by almost half when a governance body at the metropolitan level exists.

## The process of reforming metropolitan governance is just as important as the choice of the model itself.



## A related important issue that I wanted to briefly flag: The new OECD Report on Rural-Urban Partnerships



Thank you!



## QUESTIONS & DISCUSSION?

*Q1: Well I have one or two remarks so far and one question. Well thanks very much for this encouraging speech. I appreciate very much that you're talking about the half full glasses now and there is some progress in city politics, but I still miss the notion of the Commission of Europe, of Central Government that the European competitiveness depends very much on metropolitan regions that Europe will only stay on the map if competitiveness is being supported. I'd just like to underline that metropolitan regions can be an ally in cohesion politics, for politics. That's, I think, one of the important jobs we do and where we could support the commission more.*

*One question – in Germany we have funds that we could use to, well to support the cooperation between cities and rural areas, is that a possibility? Because all the rules and [unclear 0:06:00] is extremely complicated. My managers said, "Well we're not going on board this instrument, it's much too complicated, we stay with the old instruments." And he refused to use his stretched out hand of the commission so don't be deceived with many regions don't use it. It is very complicated, but is there a possibility that the commissioner holds the funds and that we could apply directly for, to subsidise or to finance rural cooperation?*

**Walter DEFFAA:** Yes. On your first remark, to show I didn't do my communications job properly, because this was my main message. To the future of Europe in the cities. So, and that's also what I tried to say at the very end. So these participation audiences process, because you will shape in the cities the future of that, of Europe. To come back on your specific question, on the integrated territory, the investments, it's quite complicated but don't give up and don't give the drawn down by inertia, because this is clearly heavier than gravity in public administration. And I'm saying this myself because I see it, and because – so I don't think it's so complicated, I don't think it is so complicated. And talk to those who do it, talk to those who do it. Of course it's always easier to do business as usual, of course it's easier. But that's not the way how we make progress. I thank you a lot for the trust in the commission that you think, dealing directly is less complicated (laughter) and you may be disappointed. But you were asking for a new fund. You see whenever there is a problem with somebody, detects, your answers is, let's have a new fund, but that's not the answer. The answer is, let's use the funds that we have

because we live in times of budgetary constraint. So let's use the funds that we have in a more efficient way and that's actually what we aiming at in the new area. But, nevertheless, there will be money set aside, some 370 million for innovative projects and there you will be, if you are one of these goals, you will be in direct context with EU level and I hope afterwards you will still say, commission is less complicated than the national regional administration, thanks.

*Moderator: Just out of interest, because you spoke about the complexity of it, is there anybody in the room – I know we had these arguments yesterday with Poland, and you mentioned Poland who can just give us literally two or three words on the use of ITIs in their country, or we haven't got anybody?*

*Thank you for mentioning Poland and there are other college from my county here, maybe you can also support me in this position. You mentioned, the positive ideas in [unclear 0:10:14] are mostly well used in Poland. Also the functional areas are also – they also include rural-urban and rural areas. So it's a good example in Poland, you can also use this attitude when its an ITI – it's no longer, it's not the only tool for developing further urban-rural partnerships. And I understand you are very concentrated in all that aspects, because it's your perspective, but maybe also I think it should be more open for the surroundings of the metropolitan area, for the regions. So we would like, we would ask you also to have this in mind. We have just finished the URMA projects about urban-rural partnerships and we could give you the outcomes of this project for you interest. Thank you.*

**Rüdiger AHREND:** Just 10 seconds, just one thing I would check on the ITI thing. You may remember the example that I gave you on the city and the surrounding regions of politions having not speaking to each other for 10 years, literally like six months we don't speak to each other because of the idea. We already, I mean even without any money dispersed it having positive effects in some places.

*Q2: Can I just pick up on something that you just said, also just staying with you. You were talking about the overall partnerships and so on, and beyond, kind of the wider metropolitan area. What is your view on the role of the regional government bodies in the*



*different levels of regions, the functional open areas, the functional open regions, the overall partnerships, the macro regions?*

**Walter DEFFAA :** Well regional authorities of course it depends on the constitutional framework. But when you're looking at France they become more and more important, but also for the management of the funds. So they're now in cooperation of regional programmes. So it first depends very much on the constitutional set up, but even when you do not have regional programmes as we have in federal states, then the idea is they just give you this possibility within a national programme to set up on technical, your smaller regional sub-programmes. So I think it was very interesting what we heard from the Polish college and he made it clear, it's not only about [unclear 0:13:30] the linkage between urban and rural is very important, this why the article seven also has a specific mention to urban, rural linkages.

*Comment: City of Oslo. Unfortunately we will never benefit directly from the ITIs. However, as a player within both Eurocities and Metrix, we've been finding arguments for the important role metropolitan areas and regions have in achieving the European long-term objectives and as well with the information and the evidence that both cities have now given, I think the argument is now complete. I would very strongly welcome the initiative that the commission and the parliament has approved with the new programmes, stimulating regional collaboration in the metropolitan areas and regions. I'm a little bit concerned that you still only have 20 partnership agreements, and how many of those incorporate the ITIs we remain to see. The most important challenge now is for the cities and the regions to make use of this. My own feeling, again from the outside, is the European Union have responded to a lot of the input that's been provided and it's now up to us to make the most of it. And as a city, a country outside, we can only become better if our neighbours are doing well.*

*Q3: City of Amsterdam. I also wanted to make a remark referring actually to both your lectures. Mr Ahrend you referred very well and you said, there's only a very small percentage of the metropolitan regions that are already organised. Most of them, either are not organised or have only informal structures. I notice that you Mr Deffaa you refer to the cities as becoming hard mass. So I'm actually*

*wondering how we can best organise ourselves or how you can collaborate with the metropolitan regions that do not have a governance body as a former organisation to be involved in any processes that are initiated because we all know already the collaboration is very difficult good and very necessary step. But still it doesn't make them automatically a visible partner in the European Commission. Thank you.*

**Rüdiger AHREND:** Obviously I guess more formal arrangements are better I think that's clear, informal one are important as well. I mean I think there really is this, I meant this with the last slide. We had this process of like, trying to come up with a metropolitan process trying to come up with a metropolitan process formula. Now the thing is, in some places that's [unclear 0:18:35] process, so then at some point people realise that the municipalities realise they have to cooperate more and they really have to start the process, and what's the best way to organise all of that. In other countries it's much less clear because there's not the local rivalry and people, you know, they don't want to talk to their neighbours. But in these countries you need pressure from above what I don't know if you're like really forcing it, or kind of like playing in centres, so these metropolitan governors, corporations, institutions basically set it up and there's no action playing at the centre then in some countries maybe these things would never happen. I think that just the way it is. Well in some countries I mean there is a lot of cooperation taking place naturally and in those countries you don't need a carrot, but in other countries this is just the way things work and you need the carrot and sticks.

**Walter DEFFAA :** Well first on the carrot and the sticks, I think one of the carrots, was the **chapter that we missed**, where we could see that working together means more productivity. And I think when you look at some cities and sometimes the differences they have, they should be concerned and this necessity to go for more complex and governance and structures. When it comes to the front, our first step was now to say, okay cities can become actors in the social context, before they were just receiving some money from some higher level programme. And that is true, you are right and it's cities first. But what we have also provided for, and these are the ITI's in particular, if you have a structure that is more complex etc. the programmes are no longer an impediment to help these new structures also to work within the structural funds.



*Q4: We've touched on this and the issue of governance and the need for it. You talked about those different arrangements, you talked about several times about mayors getting together twice a year and actually that was really important as much as anything else. You talked about the super regional level, so there are different sorts of governance and I think for a lot of METREX members that's very important, that there are these different types of governance. But within that, is there any do's or don'ts you would say?*

**Rüdiger AHREND:** Well what is really important is whatever metropolita of governance structure you come up with, and you basically you have to have different players and balls. If you were just passing and throwing things at people then nobody really likes these things and then it won't be very efficient. I mean there is some countries that have setup very powerful metropolitan governance models in theory but in practice that doesn't really exist because nobody asked for them and they don't have much funding at the end of the day, so they're inefficient basically. They're not respected and it doesn't work. You really have to get buy in. I'm not saying that everybody's going to be happy all the time, if you're changing structures there's people who will kind of like that, it shows the losses or something. Because I mean there's all these people who are going to be unhappy about that, if you manage to get a sufficient buy in by the people or the groups that matter most and that may not be the same people or the same groups. We have to think carefully about what are the major players in this place and so you need to get buy in from them. And then they can support these structures and then they can become very successful.

**Moderator:** We've heard a theory, now we're going to have a look at the practice. We're going to give a warm welcome to three representatives of METREX who will supply some project examples.



## The Jutland corridor as an example of a large scale urban-rural cooperation in the Baltic Sea region



### Jörg KNIELING

Lead Partner, URMA, HafenCity University.

**1-6** Ladies and gentlemen, good morning from my side. Thanks very much for inviting me and having to facilitate of presenting one example and it's an example in this Metrix round of examples, because the other project has mainly been initiated by a working group that is a Metrix working group.

I would like to talk about only one specific pilot project out of the Burma Project that is the government corridor as an example of this large scale urban operation in the Baltic Sea region. It might show actually how metropolitan regions and the macro regions come together by those large scale corporations.

Just to invite you into this region, here you can see urban corridor, it's the northern part of Germany, part of Denmark and it reaches over in the direction of Sweden and also Norway. The idea is, and has been in the part context, to develop a large scale cooperation between the metropolitan core of Hamburg and its northern partner areas reaching over to the north of Denmark, western Denmark and as I said further on to Sweden and Norway. You see also another corridor that is the prema bed corridor that has become quite popular in the last years because of the fixed link. But we are now concentrating on the left hand. The idea behind it is how can actually those exits, those corridors, link metropolitan regions to those broader cooperation areas like the macro region, here the Baltic Sea region? Is there a possibility to develop metropolitan regions as big corporations themselves? Even further, and try to find out where are strategic cooperations that could bring additional benefit for both partners.

Here you see the icteric A cooperation area that is directly at the German and Danish border area. If you notice that it stops in the south for example, much before Hamburg. Hamburg is further in south and even Copenhagen is not included and also cities in the north of Denmark. So this traditional icteric A cooperation, which is very important to the border region does not help for including the metropolitan areas in this case. It also does not allow to build up those large scale cooperations. The question was how to enlarge in a way those cooperation frameworks.

Here you see Hamburg and then the sort of string of different cities in the north direction of Aalborg that is the core of this Jutland axis. The pilot project at the moment is to develop this axis as an axis of cooperation and to try to find out which are positive benefits for Hamburg in a way to use this axis, to make use of this, and also for the other partners to have a sort of joint development.

As you see here from a first glance when you look at the papers and the media, you're feeling that Germany/Denmark is only the fixed link this is the right side. These are the important exports sort of cooperation in economics, on the economics side between Germany and Denmark. But on the left side you see that the other axis also is not so prominent in the last, has been for the last years is very stronger but anyway it's also very strong. But both links are of big importance for both countries but the left one has been a bit in the shadow I would, political shadow for the last years. So an idea of this project is to bring this more to the live and to show and develop perspectives for this cooperation.



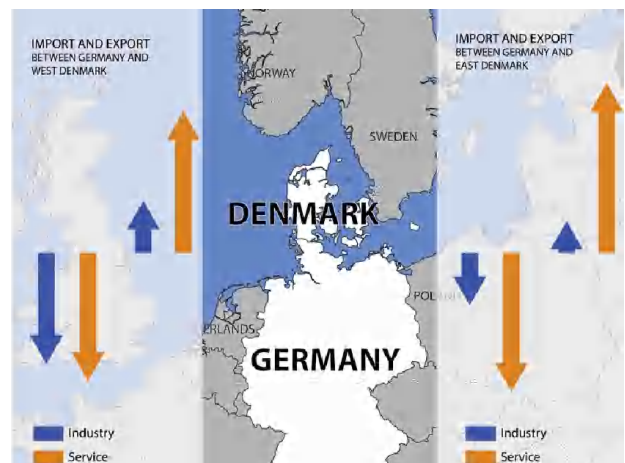
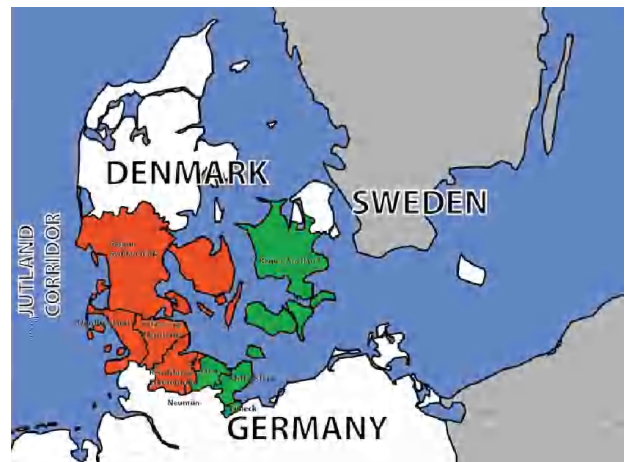


METREX Conference, Brussels  
08.10.2014

**The Jutland corridor as an example of a large scale urban-rural cooperation in the Baltic Sea region**

Prof. Dr. Jörg Knieling  
Andreas Obersteg  
Marta Jacuniak-Suda  
HafenCity Universität (URMA)

HCU HafenCity Universität  
Hamburg





**7-9** You see here that there are a lot of topics and I won't, I can't go further into this, but that's certainly very interesting for everybody who is, who wants to look closer into this cooperation. What an axis cooperation could mean for the region. There are all sorts of economic, social, environmental aspects that can be developed. And there are even, as I mentioned, that is the idea going into the macro region, there's even the idea of going further to Norway and Sweden to make use of this further enlargement of the region, but that's certainly in the future at the moment. The concentration is on this direct Jutland corridor.

So coming to some conclusions to stay in the timeframe actually. I would like to say that looking from the metropolitan point of view and on the other side from this macro regional point of view, which is part of this panel, there's this corridor as sort of line cooperation's are interesting parts of, I would say, the sort of nerve system of a macro region. Because a macro region is, the Baltic Sea area for example, the Baltic Sea region needs intensive and lively structures inside and the metropolitan regions could say, yes okay we are these lively structures. But they get even more lively if they can connect their potentials via those corridors with the partnering neighbouring, I would not say rural, but the partnering areas which are a mixture of cities and rural areas as you can see on the development corridor. But it's a different view, it's a different strategic view actually on the territory and the question would be for all of you, what are your corridors in your regions you are looking at, or that could be developed actually for enlarging this cooperation. They are strategic partner city corridors and rural cooperation areas and from the European point of view, and that was one of Burma ideas behind all this. They might also contribute to the aspect of territorial cohesion because they bring together the rural areas, the more rural city areas with the metropolitan cores and they can development, I would say, sort of responsibilities for the whole cooperation if they find a good way of cooperating. That's also what Mr Ahrend has said, it's a question of building up this cooperation, how to get it lively and its words to make this start of talking with each other and to try to get a new perspective on the spatial framework around your metropolitan regions.

So, these are some insights into this pilot project of Burma, but for closing I would also like to recommend to you the Burma output. These are the recommendations that were yesterday presented and I would very warmly

like to let you have one of those on the table, you'll find these facts of the Burma. They are the recommendations and further information and please just help yourself. I think it's worse, because it's one part of the Metrix work, in a way, so in a way it's also part of your work. Thanks very much.





### Conclusions:

- Axis and cooperation = „nerve-system“ of macro-regions
- Strategic partners = City-corridors and their rural cooperation area
- Develop a joint agenda = territorial cohesion and qualitative growth



## Metropolitan governance issues and opportunities for the Adriatic-Ionian macro region



### Claudio TOLOMELLI

European project manager on metropolitan governance issues, Emilia Romagna Region.

**1-6** Good morning. What I will show you is the experience from Emilia Romagna Region on these important themes of the Adriatic-Ionian macro region. In this light it is possible to see the projects and the cooperation framework in which we have participated. More is dark and more there are projects and so you can see the experience the Adriatic-Ionian and Balkan areas, which my region participated in the last 20 years in the European project.

That is the area, so you can see what is involved in this. And here you can see the old territory of Europe, the other two relevant macro regions, the Baltic and the Danube and the area involved in the Adriatic union and macro regions. So it is a very important area this and the role played by Emilia Romagna is a role not only on a European project but also in general cooperation humanitarian aid. You remember that a few years ago there was a bloody war in this area and that it was not easy to cooperate. There are different cultures, different religions in Bosnia and Herzegovina and there's some countries like Albania are very far from the European standard, or Montenegro or Serbia too— now the situation is changing and that the focus is shifting towards strategic and transversal project and the two integrated as a complex strategy. And the European strategy for the Adriatic-Ionian is now in the phase of development and it is particular important.

And I go to the learning and achievements for metropolitan governors because from our experience and I add is that Emilia-Romagna will be the liaison authority of everyone at the

programme that will work on this area, the same area of the strategy, is that the metropolitan dimension in this particularly appropriate to support the success of a macro regional strategy and I say not a single city in my original metropolitan regions. Why this? And this is what I want to stress in the occasion of the METREX conference. Because a strong governor system is typical of a metropolitan region with a long history like because the region has the capacity to relate and negotiate with European commission, the national contact point and the other partners and there is inside the, the organisation, the region, the skills of the people who are able and have the experience to do this.

Second, very important, it is a necessary, an organisation that is able to involve other territories, the stakeholder and the sub original institutions and levels, municipalities and provinces. In a large part of our projects, provinces were involved, like the municipality of Bologna and Romagna municipality and this was one of the drivers for success of this, of this project.






METREX Brussels Conference  
6-8 October 2014

## Governance in metropolitan regions and opportunities for the Adriatic-Ionian Macro-Region

### The experience of Emilia-Romagna

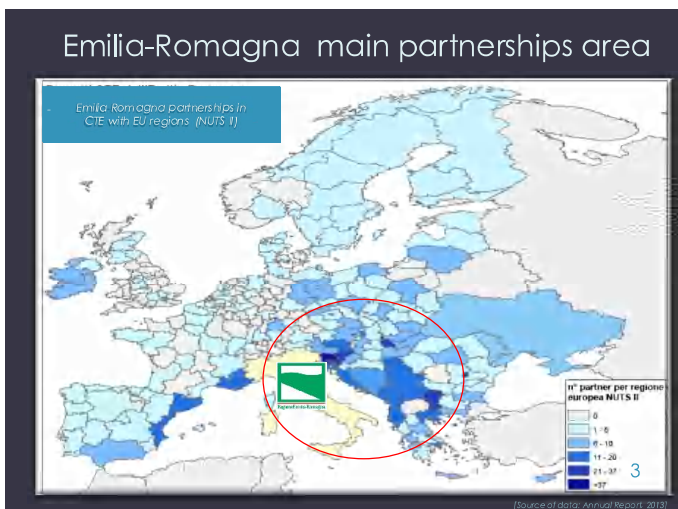
**Claudio Tolomelli**  
European project manager on metropolitan governance issues  
DG Territorial and Negotiated programming, agreements, EU and International Relations.

## Learnings and achievements

The Emilia-Romagna experience shows that the metropolitan dimension is particularly appropriate in order to support the success of a macro-regional strategy.

In order to manage a macro regional strategy like EUSAIR it is necessary a strong system of governance typical of a metropolitan region:

- With the capacity to relate and negotiate with the European Commission, the national contact points, the other partners
- Able to involve the territories, the stakeholders and the sub-regional institutional levels
- Aware of the different institutional capacity and culture
- Able to act in a cross cutting way, not sectorial, with an integrated approach
- Aware that it is necessary a strongly innovative approach, both in the contents of the interventions and in the procedures
- That consider the institutional capacity building a key factor for the success of the strategy



## The relevance for Emilia-Romagna of the Adriatic-Ionian and Balkanic area

20 years of activity through projects, cooperation, humanitarian aid, different kind of partnership in an area of particular geo-political relevance, with different cultures, historical relations, strong boundaries and a bloody war in the '90

Now the focus is shifted from simple projects to

- strategic/transversal projects
- integrated and complex strategies

## European Territorial Cooperation Programmes: geographies of 2014-2020 in the Adriatic-Ionian area from the Emilia-Romagna Perspective

**Cross border**


- IT-HR (total ERDF: 201,4 mEuro)

**Transnational**

- Adriatic-Ionian \* (total ERDF+IPAF: 99,2 mEuro)
- MED (total ERDF: 224,3 mEuro + IPAF)
- Central EUROPE (total ERDF: 246,6mEuro)

**Interregional: Interreg EUROPE, URBACT & ESPON**

\* Emilia-Romagna is also MA



Source: Elaboration Emilia-Romagna Region, 2013

## Milestones in Macroregional Strategies

- 2009 EUSBSR - Baltic
- 2011 - EUSDR - Danube
- 2012 - European Council request to the Commission to present Action Plan for the EUSAIR (Adriatic-Ionian)
- 2013 - EUSAlp
- 2014 Adoption of the Action Plan for the EUSAIR
  - Commission → June
  - Council → October
  - OFFICIAL PUBLIC EVENT



Source: Central Europe MA, 2013



**7-15** Third, it is important to be aware of the different institutional capacity and culture. As I told in the Malaysian community of METREX in the Adriatic area and Balkan area there is not a unique culture like I think in the Baltic area. There are countries and regions that has very difficult situation on the institutional side and so it is necessary to dialogue with this culture that are very different from ours. And it is necessary to be able to access in a cross cutting way with an integrated approach. You know that our institutions, usually was separate. Economy with economy, planning with planning and others and so on, and in this project it is necessary to have an integrated approach. But very important is that it is necessary, a strongly innovative approach and you know - and it has been said in this days - that the metropolitan dimension is more innovative than other and other, and other kind of, other areas, areas in Europe.

And to solve the problems that we are facing in that area, an innovative approach is important. What does this mean? If look after the pillar of the strategy you see that blue growth environmental quality of the Adriatic sea, a new kind of tourism a new kind of connectivity for Croatia or for Albania that requires a real innovative, innovative approach and it is necessary looking to the urban problems to take together this and to approach this, to approach this in a, in a new way.

Coming back to what we learnt: it is important that the horizontal light of the project, to consider the institutional capacity building as a key factor for this access of a strategy. It is important to work on this, on this side of the project because in many of the countries they, there institutional capacity is not high and is a very different from what usually think it is an institution and a work and an institution, so the corporation is mainly to transfer what we are, what we know as an institutional way of work to those countries.

Finally, I think I finish my time. It is important to say that for this strategy we have a federal line of funding. Italia Grazia and a specific ADRION programme but also other translational programme and some inter regional programme and the other things that we have to consider is that the, in this strategy we have no new funds, no new legislation and no new institution so this is a challenge, a challenge for us to further implement a strategy with these limitations but, so nobody can say you had new, new request of funding of money. Last I add that all the governance

system we learnt a lot of things doing this, this project and that many (inaudible 07:39) of working with people a real different in the way of thinking from us and this is a skill particularly important because before all this, before all this, countries are not you see the country, Albania, Bosnia, Montenegro and Serbia not in the European Union and they wanted to learn from us about the, but they have to change their legislation and their governance system about this. They (inaudible 08:26) is the same area of this strategy and the area of the ADRION programme and this will facilitate our work. Thank you very much.



## EUSAIR & EMILIA-ROMAGNA

Several initiatives: EUSAIR (Adriatic Euroregion), Committee of Regions, CPM, IAB, Forum of Chamber of Commerce, Unindustria, etc.

Nov 2012 - a proposal on the construction of an Adriatic-Ionian maritime strategy  
Dec 2012 - European Council's request to the Commission to present by end of 2014 the Action Plan for the EUSAIR  
Meetings at national representative level  
National Contact Points: to call points

Aug 2013 - DG REGIO and DG MARE "Discussion Paper on EUSAIR"

Sep-Dec 2013 - Working groups on pillars  
Public Consultation  
Regional Governance setting up

Feb 2014 - Stakeholders Conference on EUSAIR (Athens)

May - Regione Emilia-Romagna (Managing Authority of ADRION Programme)

June 2014 - EC Proposal on EU Strategy for the Adriatic and Ionian Region - EUSAIR



Source: <http://www.adriaticmacroregion.eu/>

## Cooperation forms

Emilia-Romagna Region participated in the activities regarding the Adriatic-Ionian Macro Region in several form of cooperation:

- Participation in European projects both in the role of partner and as lead partner
- Coordination of institutions at sub-regional level
- Member of Euroadriatic initiative
- Participation in the preparation of EUSAIR documents
- Several roles in the EUSAIR implementation
- Managing Authority of the ADRION Program

## The governance system

The governance system of Emilia-Romagna Region in relation with EUSAIR and the EU programmes active on this area is based on strong relations with the different institutional level:

- Bodies and programmes of EU
- Other partner Regions
- Provinces and territory of Emilia-Romagna, that are deeply involved in the activities

These relations are built through:

- Collaboration in the definition of the programmes
- Participation in the projects
- Use of the funds
- Institutional, scientific and personal relations

## EUSAIR - funding

All Programmes operating in the area shall contribute to the implementation of the EUSAIR goals, e.g.:

- Programmes directly managed by EU COM: e.g.: Life+, Creative Europe, Horizon 2020, Cosme, Erasmus +, etc.
- ETC interregional, transnational and bilateral Programmes;
- ERDF, ESF, EMF funds;
- Contribution from other institutions (e.g. EIB, EBRD, WBIF);
- National/ international public/private donors.

ADRION will contribute  
to support the governance and implementation of EUSAIR, and its  
projects can contribute  
to the governance & implementation of the Action Plan

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## EUSAIR macro-region principles

Like the other existing macro regions, also EUSAIR is characterised by the "3 Nos":



NO new funds;



NO new legislation;

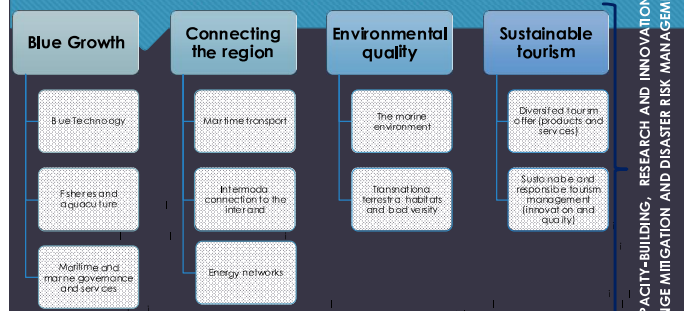


NO new institutions.

The macro region launch coincides with the start of the 2014-2020 programming period, allowing to embed it in EU, national and regional Programmes, and to mobilise all policies and programmes in support of the approach

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## EUSAIR Action Plan scope - Priorities



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## Focus on ADRION Programme

2007-2013 Programmes: SEE, IPA CBC Adriatic, Smaller CBC, Alpine Space, Central Europe, MED

Dec 2012 – 1st proposal of ETC Geographies (**South Est Gateway**)

April – Sept. 2013: Task Force meetings of South East Gateway

**Aug 2013 – DG REGIO informs on proposal to a new Geography and new name "Adriatic-Ionian"**

Oct 2013 – 1st ADRION TF meeting

Dec 2013 – Multi Annual Framework Budget

13

## Area of intervention/ eligible geographical area



*Adriatic area coincides with EUSAIR geographical area*



### ELIGIBLE COUNTRIES:

- ✓ Albania (entire country)
- ✓ Bosnia and Herzegovina (entire country)
- ✓ Croatia (entire country)
- ✓ Greece (entire country)
- ✓ Italy (part)
- ✓ Montenegro (entire country)
- ✓ Serbia (entire country)
- ✓ Slovenia (entire country)

## Thematic Objectives in the Adriatic programme

The Adriatic draft Cooperation Programme includes the following Thematic Objectives:

### Selected Thematic Objective

TO 1 - Research

TO 6 - Environment

TO 7 - Transport

TO11 - Governance



### ADRION Priorities

Innovative and smart region

Sustainable region

Connected region

Towards a better governance of the EUSAIR

15



## Priority Area Coordinator 10 year Strategy for Danube Region Vienna



### Kurt PUCHINGER

Ex Director of Planning in the Executive Group for Construction in Technology, City of Vienna

**1-3** This is presented to colleagues - seven minutes, four questions, three slides. Very simple. Hopefully it will work. So what type of corporation form do you have in the European Strategy for the Danube regions and your overall governance of structure of the strategy is very simple; there are four elements to consider in the high level group, is the first class and the informal meetings of ministers - this is both at the political level, then we have the assembly of their show coordinators and the priority area coordinators. There are eleven priority area and 24 coordinators and the ratio special team who is supporting all this level so I think. Yes, this is the second slide. The real working cooperation takes place at the level of the priority area coordinators and each priority area is organised - is organised - it's detailed working structures according to special task within a general scheme which consists of a steering group, delegates to experts from the participating countries and working groups for the thematic support of the priority area coordinators.

So, how does it work? I will show it and talk a little bit about - based on the experiences of our priority area number ten - to step up institutional capacity and the cooperation and thanks to Claudia, Claudia we all know that this is the most important element. If you think about the implementing of macro regional strategy and in PA10 we have four different horizontal issues to improve institutional capacity and the performance of public services, to include the civil society, to build metropolitan regions and to support the development of local financial projects and examine the feasibility of

a ten year investment framework so, and we decided in PA10 to move from a pure project development mechanism which was the original intention but never worked towards an implementation of political processes, because we started the implementation of the strategy in a time when all the funds have been already closed. Okay. In, end of 2011. So I think this was a promising decision and we continue in this direction decided already about adjusting the governance structure of our priority area for people...for the future which means changing the integral working groups which will vary in activities into visible working units and the new scheme of corporation you see here in this slide.

By the end of June this year we implemented two platforms as main tools in centres for activities in the field of civil society the local actors platform and urban regional corporation. This is the urban platform at Danube region and both are accompanied by advisory committees including the members of a relevant former working group because it is more attractive to be a member of an advisory group than to be a member of a working group. So this a strong signal also to the stakeholder, for, to the stakeholders for more inclusion, ownership and cooperation in the overall process of implementation of their new strategy and the task until the end of 2014 is to implement similar organised and managed platform that means an internet tool and an advisory committee for capacity building and financing and these will be done by my Slovenian colleague.

And what have you achieved thanks for this corporation. I think this was the third question I have been asked. I think that we successfully entered to the Dog Town initiative which originally the Danube strategy was, especially the action plan an important art work and structure which includes over all four tasks, of our priority at the moment, a little bit more than 100 active stakeholders, more than 20 active participating cities including for example, also the region of (inaudible 14:52) region, establishing a Mayors network, the council of Danube cities and regions, 120 participants in the civil society stakeholder meetings, 700 participants in the Danube financing dialogue, 35 projects supported by the technical assistance facility of Danube region project, 800 applicants in the start pilot project which is a seed money project 1100 participants the third annual forum in Vienna and established working relations with regional corporation council in the Central European initiative in (inaudible 15:42). So for two and a half years implementing the Danube strategy is not so bad



and I think we are prepared for better use of European money in the recent financing period and also for use in the Danube programme which hopefully will come into action next year.

Now I come to the last question I have been asked. Lessons learnt. What are the lessons we learnt? I think we learnt that it is possible to implement a macro regional strategy in a highly diverse region of 150 million inhabitants including member states, new member states, candidate countries and neighbours. But it takes time. It takes time. It needs acceptance of very different social economic realities and a clear view that stability in public administration, decent salaries and appropriate manpower is a prerequisite for implementing such original development policies. Thank you very much.





## Governance in Metropolitan Regions and Opportunities for Macro Regions Example 3

Kurt Puchinger, PAC 10 EUSDR



EU STRATEGY FOR THE DANUBE REGION (EUSDR) | [www.danube-region.eu](http://www.danube-region.eu)

### Priority Area 10 | Institutional capacity and cooperation

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With the financial support of the European Union



## QUESTIONS & DISCUSSION?

**Q1:** *Thank you. I work in the Paris region and I work on interregional cooperation with purely other French regions, so there's no trans-national aspect that you have in your projects, but we have sort of a broad eight region cooperation structure and then sort of an axis cooperation like you spoke about.. two kinds of levels of cooperation and one thing I see in both of them is where the process has worked well so far is sort of bringing different political and technical leaders together, having discuss, having these meetings, having studies, having lists of projects, lists of areas we want to work together and then when it comes to actions - this is where we have trouble jumping and often these actions end up being actions that either would have happened already because the actors who are carrying these actions, people and these actions were already inter-regional. Right, so they were already working at this larger scale, or were kind of putting together actions that already existed and kind of – and so my question for you is: where are you looking at actions, giving new actions, new inter-regional projects and where are you now and what helps you get over that hurdle?.*

**Claudio TOLOMELLI:** Now it is necessary to pass from the simple project to the strategy and this is not easy. This is a field in which we are particularly engaged and to go towards the strategy requires particular relations with all the other partners and mainly with the national level and the EU level is that it is no so easy. It is difficult in this moment the particular, the particular problem and to decide, decide all departments of the strategy, which is the role of each partner. I don't know if I have exactly understood your question but I think that in the nature of the strategy the role and the approach, an integrated approach is very important and it is not so easy because in the other partners on the other side of the sea – they are not so accustomed to work on this.

**Comment:** *I mean I was just going to say isn't it sort of perennial problem of human kind to pass on from chat to action? I meant that's the difficulty. What are your tips and solutions?*

**Jörg KNIELING:** Certainly that's important point but I think it's also a question of time. In the first phase of cooperation you are currently right, it's that you are collecting projects that are already existing and trying to make up an agenda where many of the partners are feeling there is benefit for them so that starts with

existing projects that are in the fore. Later when the cooperation is a bit longer, some trust has built up you come to this strategy point of view and you start developing new ideas that go beyond these first projects and I think that's important to keep this time to have the patience in a way not to say after two years or so 'oh they were only the old projects, where's the new quality actually'. The quality develops as the cooperation gets a bit older, gets a bit more scrutinised and people start thinking in this new special frame because that's really changed in the minds if you come from your local view or if you go for a regional or even a larger cooperative view then you suddenly develop new frameworks like this corridor. If you think in this corridor structure for example new projects come up. If you're thinking of metropolitan dimension compared to the local dimension, suddenly new ideas come up, they are developing interesting projects. That's, I think it's an important point of having this time for correction.

**Kurt PUCHINGER:** That's right, so we started in 2011 with a piece of paper and now people are communicating which had them talk with each other for the last 50 years so this is (coughing 22:19) between Bulgaria and Romania for instance and now we have a common border crossing, urban development land established. You know, so this is one of the examples we can talk about, what's happening and what was initiated by the strategy and the implementation. Another example is that the management of the, the negative effect of the (coughing 22:49) this year you know, so it was easy to communicate because in this last three years it has been established many working structure you know so I can go to the telephone I have the telephone numbers, I can call them and this, this is an, a success. You know you cannot show in a statistic, but this is the real success because if the subsidising programmes are opened again and the projects are coming, you know they are coming and I have no, so I'm sure that this will happen but the type of communication and the type of cooperation can be established – this depend on these relations.



*Q2: I want to thank you very much first of all the clear examples. Mr Knieling has already given some hints where the benefit can be for metropolitan areas to get involved in macro regional strategies, but I'd like to hear on that as well from Mr Ahrend because I wonder if you have some evidence from your research – what the benefits going to be for metropolitan areas from us actually sitting here and participating in these strategies.*

**Rüdiger AHREND:** I mean our studies at have not really focused on these issues, I need to say that, but I think there's two points I can make. I mean my first point is the largest benefit of the metropolitan area where we have established that they actually have like fewer, they are not unlike small not macro regions but normal regions. So basically regions, the closer you are to a metropolitan area the better you're doing economically and this is not just going to effect the direct surroundings we are talking something like three, four, five hours, kind of like transport away And what's important you know as well – it's not that much physical distance that matters this matters as well obviously. But what really matters, how long it actually takes to get from your place for the big city, the shorter the time is the better you do economically.

The second part and this may be one of the projects of the macro regions and may be more useful for metropolitan areas, we have also been showing is that when you are city you are more productive than the average of the country, and productivity goes up with the size of your city and that's not just a knock-on affect that which comes on top of all the innovation (inaudible 26:02) going on so there's a pure productivity effect in core cities. Now we've also shown that basically we're getting an almost half as big effect from when you're not looking at so basically when you link up macro regions and establish kind of like stronger ties with transport links, between different cities and then it also has a positive productive effect on your own city and then in that sense you the metropolitan region can benefit from kind of like closer links to the macro region having this that and we also have a rural committee and people there that would crucify me for that and I personally still think that eventually the more, the surrounding regions actually are benefiting a bit more from the metropolitan area than the metropolitan area benefits from surround region. Now we've also got the metropolitan area really needs all the surrounding region because that's where a lot of the you know a lot of the water and food and things basically

specific, actual needs to live so then they're very important from this point of view of product placement.

**Kurt PUCHINGER:** I think that the colleague, from, from Norway made the point already. The better are our neighbours, the better...and there, there is the point – there is no direct effect of participating in macro regions. So if you are, come from the, from the western parts, if I talk about the Danube strategy then you are, you are, what can I say, you are expert market on all levels and if you are in the south east then you like to get the best product, the best knowledge, the best know-how and best advice and this is a way of you profiting from and in Austria. So the opening of the east for Austria is plus 2% GDP.

**Claudio TOLOMELLI:** Well I definitely want to answer, the objective is not only economic. For example, the humanitarian aid in the case of war was not thinking what we may gain, but because of their population that needs our help and we were able to give, give that. Secondly is that this area is particularly important for the future of Europe. And it is necessary to work in this area and as there is a strategy of the European Union and the Commission in this direction, I think that it is important that the stronger that the metropolitan region and I think the Emilia-Romagna not just Bologna that is small, Emilia-Romagna has four million inhabitants To answer your question - innovation is important both in the technological and industrial fields but also is an institutional and a cultural field and in order to stress this because I think that a regular problem in inter-relations with this area is of institutional and a cultural side, because there is a different problem. If it could easy for Emilia-Romagna to look only to Austria or to Baden-Württemberg to survive. But don't see that this part of Europe, eastern Europe and the Mediterranean sea is not a border but it is another continent on the other side.

**Jörg KNIELING:** Maybe one addition. I would say the macro region in a way offers a new community and that is an important change. Before building up an macro region the different metropolitan regions were working on their own and as we said they get different orientations made by Baden-Württemberg from your point of view or Austria but creating a macro region offers a new frame for your thinking actually and suddenly you start thinking about for example - take the Baltic sea area - and where it starts to work harder I'm trying to find out what could be done together with these other city regions in the Baltic Sea



area. We are the potentials, where are possible benefits? That could have been done before and you could ask why didn't they do this harder but that's what, I would say the building up a macro region and starting a macro region offers a new sort of looking again at space and the territory and so conditions to your thinking in another way, it can be used, it can also not be used but this here a pure example it makes a change if you start positively working on it, so it's an opportunity actually.

*Q2: So I'm very pleased to listen to and to hear the answers you just gave because at first Claudio talked about the importance of and you also talked about the control of dialogue and he said also the importance of about institutional capacity of building and you said it was a big factor and so it means empowerment. So what I would like to know. Now we've had all the countries, a Claudio in your case it was so different and some of them have, let's say, they have a closeness but also differences and they want to express their differences. Countries that were one country previously and now are several countries you see what I mean and so I would like to know at what level administrative level are you working at several levels, what, who are the actors, is this to get society, involved and of course what are the languages and how far do you go in this in joining other people and could also talk about, the decent salary and appropriate manpower and in the case of those countries of course there are big differences so I would like to know how we've managed with all these points?*

**Claudio TOLOMELLI:** In the case of small countries, like Slovenia or Montenegro, these are after the state level corporations. In the case of Albania it seems difficult but as they know Italian, the television speaks Italian it was not so difficult and there were also relations of the municipality level because they are accustomed to Italy. In some other case was both the state original level but always to the institutional level because their relation was between institution, very, very few cases with civil society or economic actor.



## Session 2:

### Metropolitan Regions - Key actors towards a Low Carbon, Smart and Sustainable

#### Transitioning to a Low Carbon, Climate Smart and Sustainable Metropolitan Europe



#### Gunter SCHÄFER

Head of Regional Statistics and Geographical Information, Eurostat

**1-6** Thank you very much, I hope I can reconcile you a little bit with the statistics by showing what we actually have. I'm afraid it is not perhaps as much as you would wish to have when you look from a city or a metropolitan perspective, but I can tell you a little bit – we have something and we can see what we basically have now. I will talk a little bit about, well, it was perhaps introduction, really, or introduction shows a bit more of the background of Eurostat, European policy background and the actors, knowledge providers in the sense, of course, of statistics, and then what we actually have statistics. We have on the one side, let's say, national statistics for the environment, mainly this one and we are talking about environment today, and of course we have some city statistics but both areas, city statistics and environment, are not easy to reconcile, and I will give you a little bit of an outlook of what we are aiming at.

So Eurostat is this little tiny spot there, and Luxembourg when we look that is a bit bigger, and then we have our building here. So just to know where you locate that because here in Brussels we often get forgotten, I must say. So, European policies and actors, basically there is quite a lot of things are around this morning that was the topic, so basically we have a policy

development in terms of European Commission DGs that they really do the policy and we are, let's say, providing the data. We basically do not care what one does with the data. We say "this is facts" and you decide how you interpret them, what you do with them and so on. So we have key actors are basically the statistics providers and policy implementers or planners. So we have a number of strategic documents we recently saw, for example the Seventh Environment Action Programme which is a very important aspect in this concept of environment, we have the Europe 2020 which is now already some years old and we have flagship initiatives there. In one of them, for example, is a resource efficient Europe which is very important because cities are a major actor in this game, and we have EU Sustainable Development Strategy I'll talk about where we have some statistics about as well.

So basically, what we want, and this is the point, we want to make cities attractive and sustainable, and the cities we heard as well this morning are a major contributor to this. So here I just list a few ones of these initiatives, Thematic Strategy on the Open Environment, the Leipzig Charter, Sustainable Development Strategy, the Lisbon Strategy, the 2020, all these kinds of things, so there are quite a number of initiatives on which you can actually base yourself. Of course, when we look to these kinds of things there is a need to know about the priority areas, number eight is to make union cities sustainable and of course in this context, cities and organisations like METREX have an important role to play. We would like to ensure that by 2020 the cities are actually contributing massively to that and of course as was emphasised this morning very heavily, working together is very important.





## Transitioning to a Low Carbon, Climate Smart and Sustainable Metropolitan Europe

Gunter Schaefer, Eurostat

METREX – Brussels – Conference  
Baden-Württemberg State Representation at the European Union  
Wednesday October 8, 2014

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### Overview of presentation

- **Introduction**
- **European policy background and actors**
- **Knowledge providers**
- **Eurostat's statistics and indicators (examples)**
- **Outlook**

2

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### European policies and actors

- **Policy development and implementation**
  - ❑ *European Commission: Directorates General for 'Environment' and 'Climate Action'*  
= key **users** of statistics and indicators
- **Main strategic documents:**
  - ❑ *7<sup>th</sup> Environment Action Programme*
  - ❑ *Europe 2020 Strategy with 'Flagship initiative' for a Resource Efficient Europe*
  - ❑ *EU - Sustainable Development Strategy*

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### European policies and actors

#### Making our cities attractive and sustainable

#### How the EU contributes to improving the urban environment

- ❑ The **Thematic Strategy on the Urban Environment** aims for better implementation of existing EU environmental policies and legislation at local level through exchange of experience and good practice between Europe's local authorities. In order to achieve 'a better quality of life through an integrated approach concerning on urban areas', its principles and approaches are reflected further in other strategies such as the Thematic Strategy on Air Pollution.
- ❑ The **Leipzig Charter on Sustainable European Cities** demonstrates a further commitment to making our cities healthy, attractive and sustainable places to live and work in.
- ❑ The renewed **Sustainable Development Strategy for the EU** calls for the creation of sustainable local communities with a high quality of life, attention to urban strategy and greater cooperation between urban and rural areas.
- ❑ The renewed **Lisbon Strategy** sets as a priority the high quality of urban environments to make Europe a more attractive place in which to live.
- ❑ The **Europe 2020 Strategy** builds on the Lisbon Strategy and sets out a broader approach aimed at achieving a resource efficient Europe. This means decoupling economic growth from the use of resources, supporting the shift towards a low carbon economy, increasing the use of renewable energy sources, modernising our transport sector and promoting energy efficiency – actions that will affect Europe's cities.

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### Knowledge needs

- **7<sup>th</sup> EAP → 9 priority areas → no. 8:**  
**"to make the Union's cities more sustainable"**

Most cities face a common set of core environmental problems [...] → METREX help to ... [?]

"[...] ensure that by 2020, most cities in the EU are implementing policies for sustainable urban planning and design, and are using the EU funding available for this purpose."

"[...] Addressing these problems means: working together."

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**7-12** Eurostat sees itself as one of the providers of information on that, so we have statistics on metropolitan regions we have shown this year, city statistics and we have environment statistics. I would say they are separate items, they don't always overlap as much as you would like, but let's say we can see how far we can get in these kinds of things. Publications as well, we have online tools, we have what we call Statistics Explained which actually shows that in plain text, of what is actually happening there, we have interactive dashboards and we have very strong, which is a very important aspect for us, metropolitan mathematical information, so just an information basically. We have just published a regional yearbook and there one of the things, for example, is the metropolitan regions and we have as well this morning how many you have, how important they are in terms of EU employment, GDP and so on. And here I heard the comment "Hamburg wants to be put on the map". I think Hamburg can be found somewhere there so we have put it on the map, and maps are an important aspect.

We have another tool, for example, in terms of showing the regions where they actually are in terms of important factors: in this case, unemployment and GDP, and how they relate to each other. Then if you see this over time you see as well how, in our statistics, how these cities actually move in this diagram if you compare, for example, region of Brussels, it has compared quite well, stayed on the same place, while the city of Madrid was having problems in terms of unemployment. So we have this kind of background information on the cities and we have, of course, other kinds of information.

Now I don't know how much that is interesting you in this context, but for example, motorisation – so, how many vehicles per thousand inhabitants are there, and this is one of our messages we have: that national figures are not really so well explaining the facts as regional statistics, because you have very massive differences. For example, motorisation maybe not that much, but let's say between London and other parts of the UK, or in the eastern countries. For example, here you see where motorisation is generally very low, you have nevertheless spots where there is a very strong motorisation. So if we go further we have – jumping a bit too much, I would say – we have waste statistics which are mainly on a national scale. Unfortunately, we don't have them on the cities, but cities are always playing a role. For example, we have national statistics on the

municipal waste, which is of course a factor, but we unfortunately don't have them so much per city.





## One of the knowledge providers: Eurostat We provide

- **online databases**
  - *metropolitan regions statistics*
  - *city statistics*
  - *environment statistics*
- **publications (online, Statistics explained, print, etc.)**
- **interactive dashboards**
- **methodology**

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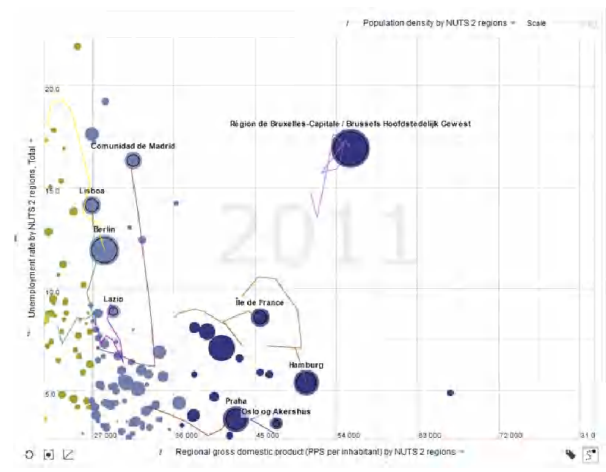
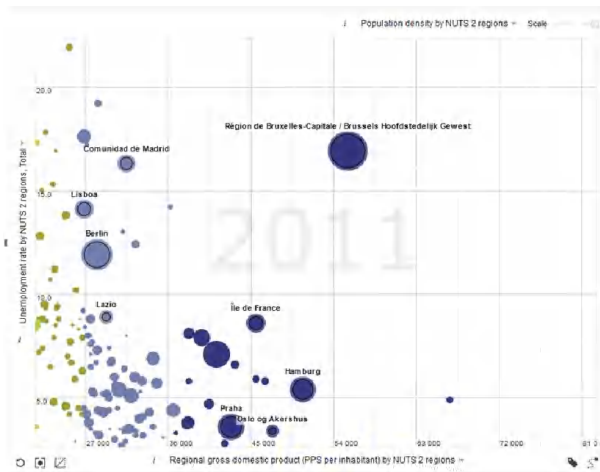
## Metropolitan regions

In 2011 metropolitan regions accounted for

- 59% of EU population,
- 62% of EU employment
- and 67% of EU GDP

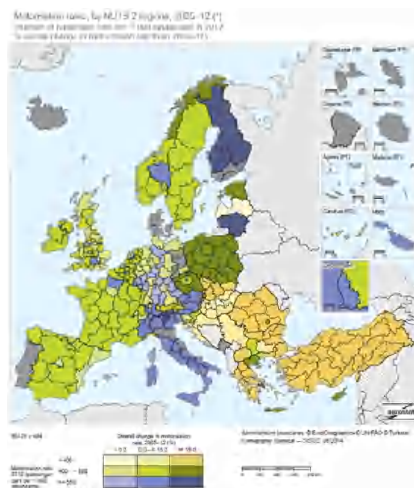


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## Motorisation rates, by NUTS 2 regions, 2005-12

Source:  
Eurostat  
regional  
yearbook 2014





**13-23** There is background information available, so indicator activities – as I said, we have the Europe 2020, resource efficiency scoreboards and sustainable development indicators which we are following very closely because they are key areas for European policy making. Unfortunately, we have many of these on European aggregate member state level and only a few indicators on regional local. We are working on that but are not yet as far as we would like to be. So this is about the Europe 2020 indicators, so basically you see the targets, you see how far we are, we have publications on that. I could recommend you find all these publications on the website. The website is interesting, as we have heard. So perhaps you have a look and you see this kind of statistics further.

Resource efficiency scoreboard is one further element in terms of environmental statistics, which we have, so the sustainable growth is a very, very important factor and we promote that. Of course, incorporation with let's say [inaudible 10:10] and so on, which develops with the projects. We hope to provide a bit of background information on that. There is a resource efficiency programme, named a flagship initiative in the Europe 2020 strategy. There is a roadmap for that and we have scoreboards of indicators, so basically if you go again to the Eurostat website you'll see the national figures environment and of course look at the individual countries and see how far you are. You can read the things up there. For example, there you can go to the detailed data, you can go to the explanations and so on. This is a bit- I think the possibilities you have to explore yourself in order to see what you can actually do with that. Resource efficiency scoreboard, so if we go to access that we get detailed tables of information which can be used in the context and you can make some kind of conclusions on the cities, for example. One thing which we always pay attention a lot is mathematical background so that people really understand what is there, what is the definition of these statistics, how they are actually calculated and so on. So for everything we have lots of explanations, background information and so on.

So, these are the sustainable development indicators. This is a method now which is shown nicely here in terms of weather indicators, so you see how far they have achieved. When the sun is shining, it's all nice; when it's all cloudy and rain, it's not so good. If it is a bit of [inaudible 12:14] then it means we don't know really in which direction it goes, so this is

making, well, statistics need to be made accessible and digestible. We have scoreboards of how we are, for example, here where we want to be and this inner circle where we are currently, how far we still have to go and so on. So we have these dissemination tools, various ones, in order to illustrate the statistics.

So the last point, we have a time limit of course, is what do we want to do in the future with these statistics, and in particular with the small regions and city statistics. We would like to calculate more accurately for types of areas. We have been working very strongly with someone who was questioned this morning on the OECD, so we worked closely with the OECD to define what are rural regions, which are urban regions, and which characteristics do they have in order to allow our statistics to give more information on them. We currently prepare a legal base for territorial statistics, so in order to really define what they are we have a common methodology across Europe, which is always very important for us to have across Europe, not to have national methodologies. We have spatial analysis tools which we are using quite much. For example, we have elaborated a population crypt which is the first time we have something on this basis for the whole of Europe in a common methodology and other dual-coded statistics, and of course we would like to co-operate together with institutions like METREX and others in this field, so we would like to involve them in this field, stronger. Particularly in this field, the European Union plans flagship initiatives, in fact for 2016 on the state of the European cities, and of course Eurostat would like to co-operate with trying a flagship publication on the state of the cities in this time and we are currently already starting to work in co-operation with Radio in order to make a very comprehensive and mutually sustainable set of publications. This state of European cities report will be quite an interesting one, and I hope it will be quite interesting for you, and hopefully are statistics are not only interesting but may contribute a bit to the knowledge base, because everything in policy making is the slogan the European Union has for everything it has and wants to achieve in the near future. Thank you very much.





### Indicator activities

- Europe 2020 Lead Indicators
- Resource Efficiency Scoreboard
- Sustainable Development Indicators (SDIs)

### ... however

- Mostly European aggregates or
- At Member states level
- Only few indicators cover regional or local scale

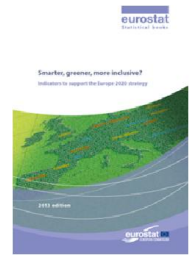
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### EUROPE 2020 INDICATORS

Topic	Headline indicator	2003	2004	2007	2008	2009	2010	2011	2012	Target
Employment	Unemployment rate (EU-27)	8.1	8.2	10.1	7.1	5.8	6.4	6.4	6.4	7.5
	Employment rate (EU-27)	68.1	68.1	67.9	67.9	67.9	67.9	67.9	67.9	67.9
	Employment rate (EU-27)	68.1	68.1	67.9	67.9	67.9	67.9	67.9	67.9	67.9
R&D	Research and development (R&D) as a share of GDP	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	3.0
	Research and development (R&D) as a share of GDP	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	3.0
	Research and development (R&D) as a share of GDP	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	3.0
Climate change and energy	Greenhouse gas emissions (CO <sub>2</sub> )	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Greenhouse gas emissions (CO <sub>2</sub> )	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Greenhouse gas emissions (CO <sub>2</sub> )	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
Education	Early school leaving rate	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
	Early school leaving rate	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
	Early school leaving rate	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Poverty and social inclusion	At-risk-of-poverty rate	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1
	At-risk-of-poverty rate	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1
	At-risk-of-poverty rate	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1



- 5 main themes
- 8 headline indicators
- 80+ descriptive indicators

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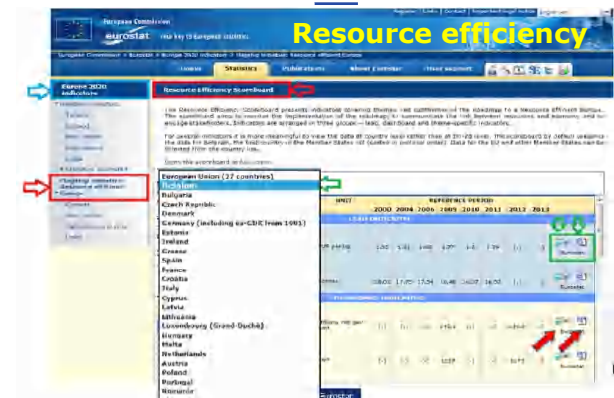
## RESOURCE EFFICIENCY SCOREBOARD

### Europe 2020 strategy

- Sustainable growth: promoting a resource efficient, greener and more competitive economy
- A resource-efficient Europe: Flagship initiative under the Europe 2020 Strategy
- Roadmap to a resource-efficient Europe
- Scoreboard of indicators

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Eurostat







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Eurostat



## Resource Efficiency Scoreboard – Lead indicator

UNIT		REFERENCE PERIOD									
		2000	2004	2006	2008	2009	2010	2011	2012		
LEAD INDICATOR											
Resources											
Resource productivity	Index (2000 = 100)	100	106.19	110.92	115.09	116.5	118.76	118.06	(i)		
Domestic material consumption per capita	Tonnes	18.01	17.75	17.54	17.3	16.48	16.4	16.57	(i)		

Access to the data table  
Access to metadata file

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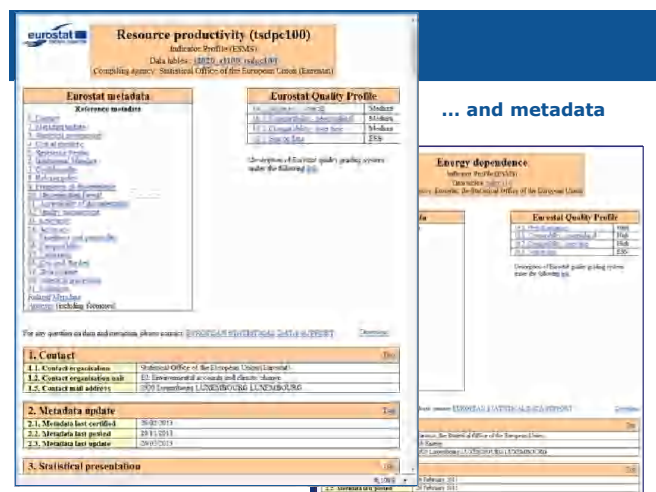
Eurostat



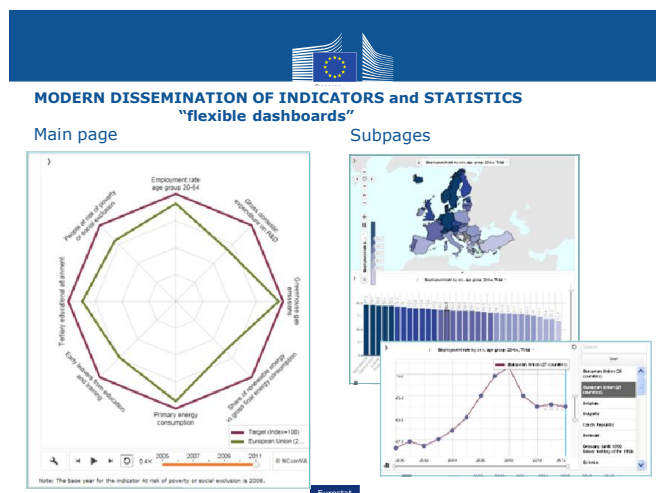
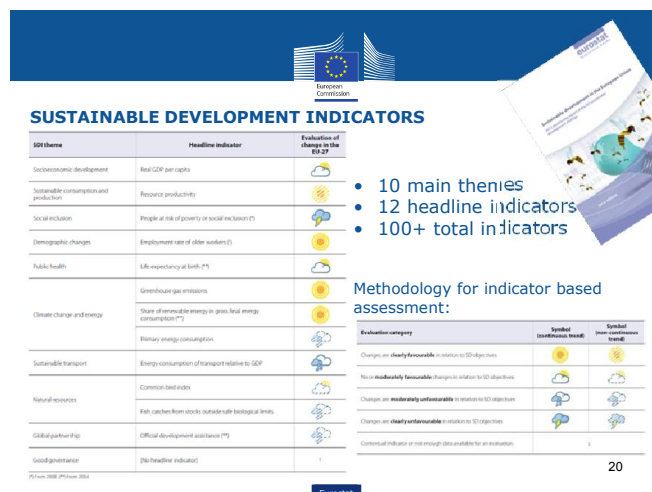
### RESOURCE EFFICIENCY SCOREBOARD – access to indicator tables







... and metadata



## Outlook – future work

### Plans for a Eurostat flagship publication on cities in 2016

- Concept to be prepared in 2014
- Preparation in 2015
- Link to "Third State of European Cities Report" showing the economic, social and environmental benefits of cities but not ignoring the problems at the city and neighborhood level



## QUESTIONS & DISCUSSION?

*Q1: I'm from Amsterdam, so it's great to know that there are so many statistics, I would really like to have something on the weather report that you are mentioning, since we all know, I think, that this is a very important issue in metropolitan regions, and one of the efforts is "how can we deal with these questions on a metropolitan area?" So, since you know these statistics, could you tell us a little bit more, what do you find in the weather report should apply to us?*

The weather report? This is national data and we of course, we have the Europe 2020 and the objectives, and it's not so clear to me, I must say, how these Europe 2020 objectives can be broken down into the regions and into the cities. It is not always one-to-one. To give you an example, one of these things is to increase research. It doesn't make sense to say we want to go from currently 1.8% to 3% - it doesn't make sense to say every region should have 3% research because they may be a kind of touristic region and may not be interested in research on whatever, nuclear science or so, so this kind of thing needs to be applied with integrity to see how can the region or the city contribute to achieving these objectives; they are national objectives for the moment. Of course, they boil down to the cities, but they boil down in different ways and the cities have to contribute. We cannot, when we provide this basic information, we cannot say exactly how, for example, Amsterdam should contribute to the pollution objectives or to the education objectives of Europe 2020. We cannot do it. You have to do it together with your counterparts in the Netherlands to come up with a strategy of how you can contribute. We as statisticians cannot tell you. We can observe, later on say we achieve it collectively, or not. We can do. And then we have the sunshine, or we have cloud with rain.

*Well, it's not about Amsterdam, it's about the metropolitan region. So, if we want to address a policy on zero carbon emissions as a metropolitan region, what should be our constraints? On a national level, we know what we do, but in our metropolitan region, these are the efforts we cannot force strong enough, that's my personal opinion.*

Isn't that then the fact that in the Netherlands you have to sit together with your national administration and your metropolitan regions and so on, the cities, how you actually achieve and co-operate there for this objective. Isn't that the case?

*I was wondering, since you have so many statistics, what the comparison would be. There would be some outcome of that?*

Yeah, I hope that they're useful, I hope that we can advance further in having more detailed statistics, from the national to the regional level, but the one thing of statistics are facts, you see. We are trying to be clear of how to interpret them. When we say "these are the facts" we do not say "do that" or "do this" or "how do they interlink?" we say "they are the facts".

*Q2: Presently we are very strongly involved in the delivery of the macro-regional strategy for the alpine area. One thing I think we need, which would be important to be able better work together is to have communal information, so to share the information. Many times when you build a project you build a new platform, but I think what would be more important would be to have communal data statutes to be able to share work that was existing, because if you build a new platform you have to spend the money to maintain a new structure. So, to be able at the European level to have proper standard for sharing information, I think would be important and I wanted to know whether you are voting on this.*

The methodology is one of our key areas and I just look now to something which is currently implemented in the GDP area, the 2010 which has been revised by the United Nations in 2008 and 2010, it was Europeanised and now is implemented. It's a pact like that, describing the methodology of how to actually calculate national accounts. You read them in the press now, they want to include drug trafficking and crime and this kind of thing, and these are common standards which we are working on, and of course we cannot cover everything, but we are approaching. In my unit we have one project at the moment which is to define, for example, labour market areas in a common way in Europe so that we can really have a common concept, because we found that every country has a different definition of what is the labour market. So, labour market, let's say, people who live in one place and work in another. Then of course you have the influence which is very important for a metropolitan region because your influence spreads across the frontiers of the city and this is very important, so we currently test out, can we really achieve a common position of our members states and say "okay, let's use this common definition for this aspect" and then



develop statistics on this common labour market area.

*I bet they have a common definition for unemployment, though. I bet there's no disparity in the understanding of the definition of unemployment. Am I wrong?*

No, I mean, we have... I'm speaking as a German, that's a German thing there. When you're listening to the evening news and you hear "unemployment has moved so-and-so much" you get the information from the labour market from the labour offices. It's not our definition. We have a definition which is based on ILO, the international labour organisation, which is different. So in order to show the difference, for example, in terms of the labour office, people say, "I register as an unemployed and they accept that I register as unemployed, when they could put me, for example, in a kind of training course and then I am not unemployed" but our definition is a different one. It's more or less now simplified, saying, "Do you have a job? Yes, fine, you're employed. If you don't have a job, do you want a job?" because some people don't want a job and then "have you made efforts to get a job?" This is basically ILO. Fortunately, we are not too far away, because the first time when we had a common definition, I was very much interested in the "okay, how does it relate to the figure which is published for us in Germany?" Fortunately, we were not one degree, 1% away from that, so they were very close to each other, but often we have national definitions and international definitions.

*institutional body but we do matter. So that is kind of a question, if that is somehow possible?*

As an answer, we opened, perhaps a year ago, we opened a site as a metropolitan areas, we call it that, areas that are dominated by cities. I hope it goes in that direction but I can assure you that it will appear in this context, because we have some better information on the metropolitan areas than we have on the cities because we have sometimes better information on the region and if the region is more or less identical to what you consider the metropolitan area, it is sometimes better than the region, so we are, let's say, of course we would like to have more information with very geographic detail, but it's in the nature of statistics that the more detail, regional detail, you have, the more difficult it all becomes. This is in the nature of it. I could explain you why with some math, perhaps.

*Q3: My question is kind of in the same direction as my colleague from Amsterdam, but to make it more precise, we also heard, or I saw there was a document published with a new definition of urban areas that took into account much more of the regional facts. My question would then be if you are able to counter cross your own data based on the regional data of those more aggregated regions and just update it in your report on the state of the cities and metropolitan areas. That would be actually also a question, to include the metropolitan areas as a term because this morning we heard Walter Deffaa from DG Regional and still he was encouraging us and he kept talking about cities. So we also heard from OECD that there are still very little official metropolitan authorities, so even though we are collaborating we are not an*



## 2030 framework for climate and energy



### Akshay PATKI

European Commission, DG Climate Action

**1-6** Our most important project at the moment is the 2030 Climate & Energy Framework. In two weeks' time, 24th October, the heads of state and government in Europe are going to decide on the big targets and big policies for 2030 in Europe on issues like climate change, energy efficiency, renewable energy and energy security. So this is a project that is drawing to a close, or at least to a close of the beginning. You might find some of my talk a bit abstract and high level, and not instantly related to cities, but I'll try to at least give you some background quickly and then spend the second half talking about where I think the cities really come in, and I hope at least the first part will give you a sense of the political context in which climate change policy is being discussed.

We started well over a year ago on the 2030 Climate & Energy Framework because we need to start now, I'll explain why. The state called a consultation in which it asked about different issues which are relevant, on climate reduction, energy efficiency, renewables. They got lots of responses, 600, and I actually checked, local authorities were about 4% of these responses, so it could be that they're either very well organised and focused, or perhaps not used to responding that much on these stakeholder consultations. At the moment in the EU we already have goals for 2020, so six years, it's the famous 20-20-20 goals. 20% reduction of greenhouse gas emissions, 20% renewable energy and 20% improvement of energy efficiency. The first two compared to 1990, the energy efficiency one is slightly more complicated statistically, and we are well on the way to meeting them. This is in part, a few percent minus 18% or minus 19% now because

of the economic crisis, but in principle we should be well on the way to meeting at least greenhouse gasses goal for 2020. As for renewable energy, I think the biggest risk here is the economic crisis. We don't exactly know how that will affect renewable energy subsidies which are being scaled back or retroactively changed, but at the moment there is no need to be afraid yet.

Also in the background, while thinking about this topic, we have a few developments. Firstly, very important politically is the Shell gas revolution in the United States. Why? Because gas prices have dropped enormously in the United States and all of industry in Europe is extremely envious of this. Not just envious, they say they are facing a competitive pressure which has increased enormously because energy prices in Europe are much higher than in competing regions, such as gas prices in the United States and energy prices in other regions – well, the difference is not that big, but still a concern happening here. Energy prices, we know from the IEA, are going to rise and rise and rise and rise, basically because of increasing demand from Asia, this is in all scenarios.

We are facing an economic crisis which means that environmental issues are perhaps not the first thing on people's minds, and on the technological front, some things are going well, from our seer two perspectives, like the decreasing cost of solar cells, and other things purely from the seer two perspective might make it harder. For instance, nuclear power has become politically much less popular at the moment. I could have added, much more recent developments in Ukraine and the Middle East which will certainly impact the current political discussions a lot. You might ask, why are we working in 2014 towards goals in 2030 – because 2030 is actually quite close. Investments which are made in, say, power plants stay there for forty years, or fifteen years if it's a windmill. Forty years, if you're looking at fossil fuel plans, so investors want to know what kind of policy and environment are we looking at in a few years.

Also very important, in one year 2015 in Paris, there's an ambition to basically write the new global climate agreement and Europe needs to decide how it will bid in the global climate agreement, what will be our contribution to the global climate agreement in one year's time? So what we have proposed at the European Commission, as I said this is the commission proposal, it has not yet been confirmed by the 28 heads of state and government if you beyond



our 2020 targets towards significantly more ambitious targets for 2030 a 40% reduction in greenhouse gas emissions, 27% renewable energy target, which is on the EU level, not for individual member states which can still decide whether they want some other forms of energy or not and about a month ago there's a proposal for EU level target for energy efficiency of 30% in 2030, which will strongly be pushed by our new president and if you do this we work and also there's a lot of numbers and it's more science fictional perhaps than the Eurostat numbers, because we use economic model.

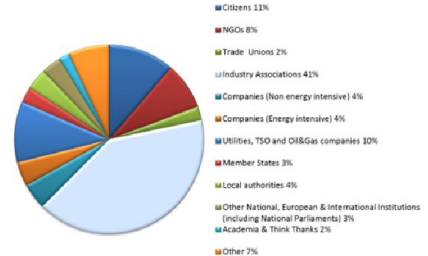
We have tried to calculate the cost and investments about what this would mean. 30 billion a year starting basically now and rising in the next decade okay by then it depend on how you distribute it, but most importantly I think for October for now are the differences between member states, this is what at the moment your heads of state and governments are discussing, because we will expect justifiably that richer member states will do slightly more to meet the targets and poorer member states would do less and how you share that burden is going to be I think the big hot potato in October or we're already in the big hot potato.





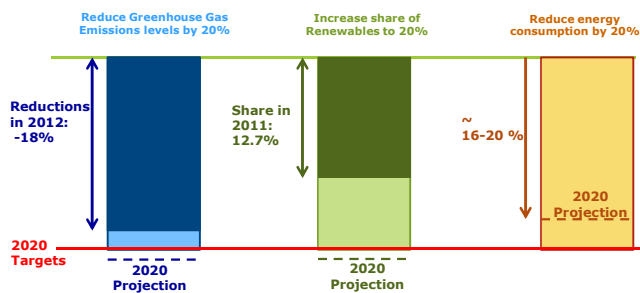
## Climate and energy: where do we stand?

- Learning from existing experience
- Green paper and stakeholder consultation.
- 577 replies



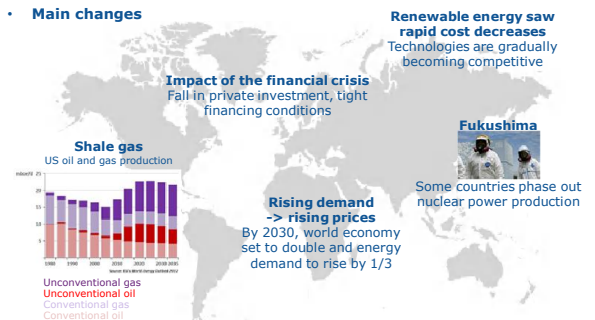
## Climate and energy: where do we stand?

- Progress towards the 2020 goals



## Climate and energy: where do we stand?

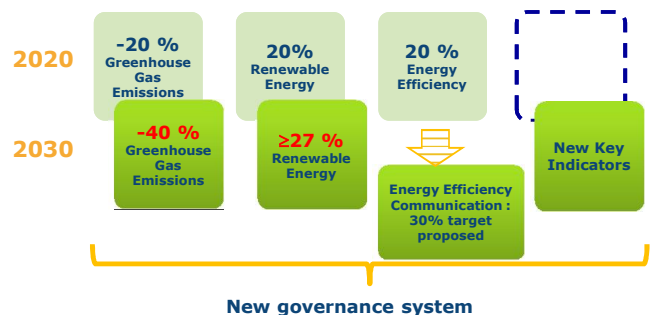
- Main changes



## Europe's priorities



## Main elements





**7-15** Here are as I said the numbers, I think the big lesson to learn here, I won't go into them in detail, is that the absolute terms, the investments and the costs actually they start big, in relative terms for the European economy it's pretty affordable, it's not that we can do it, in fact we are doing it, we have grown our economies since 1990 by just under half and emissions have dropped by nearly 20%, so it's not like we can't (inaudible 00:02:30) emissions from economic growth. It will work and I think this is where it might be getting a bit abstract, but let's where I think the added value of cities come in, the way we have organised things in Europe is that there's an emissions trading system and big European instruments for industry and the power sector, which has one separate instrument working on it and often national instruments for renewable energy and the ETS sector and then there's a non-emissions trading sector including transport, buildings, agriculture on this targets are defined at the member state level, which member states then have their own well freedom or their own (inaudible 00:03:15) how they will reach those targets and it is in this area where I think that metropolitan policies have the biggest added value.

In the meantime again as background we will continue to make specific policies of course on the EU ETS, on energy security, on vehicle standards, these are all EU level policies, but perhaps more interesting is that they are part of policies where we simply can't control much, okay if we work on our economic models here I can set vehicle efficiency standards for Europe like something, see what happens, we can make a hypothesis about energy taxation in member states, of vehicle taxation in member states, but then there's a question mark, because things like modal shift from cars to bikes or walking or public transport is not something you can easily model, it depends on the cultural aspects and structural aspects which are not easy to capture in well simplified economic models, yet we know that they have a massive impact.

I mean there are cities sitting undoubtedly here, which have I believe Amsterdam was 68% of traffic by bike, there are cities which have majority of transport via metro systems and there are cities who are heavily car dependent and this has a major impact on the emissions from that system and also recently there's been a global report released comparing cities globally, I think also comparisons between Atlanta and Barcelona, Atlanta is about 25 times the surface of Barcelona in spite of

having the same population, yeah, so 25 times the size. Unsurprisingly it emits more than 10 or 11 times the CO<sub>2</sub> in transport, yet Barcelona is cooler than Atlanta yeah, so it can matter quite a lot here. I don't know precisely, I mean we're talking about several percent of GDP, which could be affected by these modal shift policies.

Buildings, also enormously important, I mean we are already working on energy efficiency buildings with EU policies, but if we look at the 2030 perspective these are going to need to be skilled up quite massively. If you are going to reach -40% (inaudible 00:05:37) gas targets you're looking at energy efficiency in buildings of 40%, 50% in less than 20 years. This will happen to some extent automatically, because new buildings from 2020 onwards will be nearly carbon neutral according to EU law, yet all the old buildings we're looking at the dwellings of tens, hundreds of millions of Europeans that need to be renovated and be renovated much faster than they are renovated now. The investments required for this are of course very large in absolute terms, not large compared to the money which is in the housing market or in housing market bubbles or whatever, but very large in absolute terms and very large in terms of the effort it requires given the millions of people it will affect and I think that the investment challenge especially in the buildings sector will be our biggest implementation challenge if these 2030 goals are accepted by heads of state and government and what we need, what we see coming is that we are going to need well smarter financial instruments to finance this.

It's not so much actually the amount of money, because there are lots of investments which you can do which will pay you back in energy efficiency or in energy savings between quite a limited amount of time, okay if I do an investment and it saves me 10% of that money every year in less fuel use that's good, that's excellent, that's better than the average mutual fund, it's better than the stock market, that's certainly better than what people get on German bunds or on their savings accounts, but the fact is there's no market here where I can decide to invest my money in energy savings, get energy savings done and then get a part of the energy savings as profit return to me as a pension fund I would have (inaudible 00:07:20) actor and we need to create these types of missing markets.

There are already EU funds available, at the moment we have a goal that 20% of the next MFF which I think in the structural funds is €20



billion €30 billion will be 20 billion I think yeah will need to be shifted to low carbon development, we are now not yet at the 20%, but we are getting there slowly, but we really need to use these next seven years to gain experience in how we can use this kind of money in a smart fashion, because we'll not be able to simply pay for all the renovations in cash and allow people to do it, we have to convince them by incentive by whatever base and one thing I was hoping to learn here is how we can do it, I think you have a lot of experience in European cities in what can work, what cannot work, but we need experience and information to feed into us.

In two weeks' time European decision making, probably high level targets, perhaps high level targets on the conditions, perhaps something bigger, I don't know, I'm not sure what they'll decide, it's matter of negotiation, last minute negotiations probably, all legislative proposals like the emissions trading system go through European parliament and of course something to keep in mind we just had the Ban Ki-moon summit on the climate change in September, you might have heard of it with the big climate markets everywhere, in one year we have an international agreement and as I'm sure you know cities are playing an important role here as well or networks of cities at the Ban Ki-moon Summit in September, we've had organisations like ICLEI, like the C40, the Compact of Mayors declaring their own ambitions and this is quite important, because it gives the heads of state and government the confidence that if my metropolitan region is doing something and if my metropolitan region says it can be done it gives them the confidence to offer something in the global table by what they're most afraid of is that they'll make a commitment which they cannot meet and if cities say we can do this it gives confidence to your leaders on this aspect.

Also very important I mean if you look at the global level much more than the European level we expect I think it's two and a half billion extra people to live in cities in the next few decades until 2050. If you look at the potential emissions savings which could happen if these new cities and these new regions are built in a sustainable fashion the numbers are absolutely vast. Okay, already we're looking at I think 400 million debt per year because of air pollution worldwide, this is going to rise and rise and rise, but the amount of money and amount of investments you can save by developing cities now directly worldwide is enormous and I think good examples help a lot as well, so there are international networks who work on well

capacity building especially in transition economies and total economies, we help cities do that and for cities outside of Europe I think what's also important is that much of their work is genuinely in addition to what their national leaders have promised internationally. In Europe we have promised 20% for 2020 and we have monitoring schemes which measure how much we emit, but internationally yeah it's generally something extra I think it has a big example effect. So I'll end it there and gladly take any questions.





## Main challenges...

### Energy costs

- **Increasing** in any event: renew **ageing** energy system, rising fossil **fuel prices**, adherence to **existing policies**

### Additional investments to achieve 2030 framework

- Shift away from **fuel expenditure** towards investments, additional **€ 38 billion** investment/year 2011-2030 compared to the reference scenario

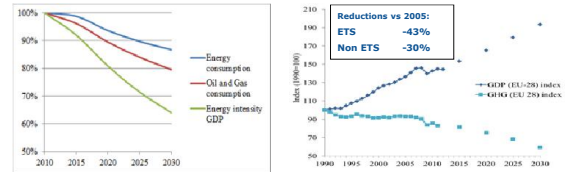
### Differences between Member States

- Future discussion will have to be centred on how to ensure an **equitable burden sharing** affordable for all



## Challenges and benefits

- **Decoupling of Gross Domestic Product growth** from Greenhouse Gas Emissions will continue



- **Energy system costs:** 0.15% of GDP in 2030
- **Investments:** additional € 38 billion per year next 2 decades
- **Fuel savings:** additional € 18 billion fuel per year next 2 decades
- **Energy security:** additional 11% cut in energy imports in 2030
- **Innovation:** jobs & growth
- **Health and air pollution benefits:** €7-13.5 billion in 2030



## How it works (i): GHG target implementation

**Overall 2030 domestic GHG target -40% compared to 1990**

**ETS target -43% compared to 2005**  
**Non ETS target -30% compared to 2005**

### Translate into:

- Linear Reduction factor from 2021 onwards -2.2% for all ETS sectors
- Non ETS targets for Member States



## How it works (ii)

- Completion of the **internal energy market!**
- Improve governance through **National plans** for competitive, secure and sustainable energy.
- **Reform of the EU ETS:** strengthening the cap, market stability reserve, address risk of carbon leakage.
- **Indicators** and objectives for competitive, secure and sustainable energy.
- Continue focus on improving **energy security**, e.g. diversify supply including for example safe exploitation of **shale gas**.
- Continue with ambitious EU-wide **standards** for appliances, equipment, buildings and CO2 standards for vehicles.



## Other elements

### Transport

- Transport White Paper goal to reduce GHG from the transport sector by 20% by 2030 compared to 2008.
- Will require gradual transformation of the entire transport system. IMPORTANT ROLE FOR CITIES!
- Modal shift, smarter pricing of infrastructure usage, efficiency, development and deployment of electric vehicles, second and third generation biofuels and other alternative, sustainable fuels, fuel and vehicle taxation, etc.
- No new targets for renewable energy or the GHG intensity of fuels used in the transport sector. Food-based biofuels should not receive public support after 2020.



## Buildings

- Scenarios show *at least* ~40% reduction in GHG emissions 2005-2030 in Residential and Tertiary sectors to reach -40%GHG target.
- Nearly 50% for ambitious Energy Efficiency (30% EE target)
- Large investment expenditures: minimum €24billion - €68billion (for 30% EE) annually higher than under current trends and policies for period 2011-2030







## Smart Financial Instruments

- 2014-2020: €23billion of Structural and Investment Funds for "Shift to low-carbon economy"
- Much stronger focus needed for structuring and deployment of new and existing financial instruments
- Need to leverage private capital
- Finance for SME's important as well
- EXPERIENCE/OPINIONS OF METREX?



## Next steps

At **European level**

- **24 October 2014: European Council Conclusions**
- **European Parliament**
- **Emissions Trading System proposal:** co-decision procedure
- Development/implementation of new governance structure
- Competitiveness and energy security indicators

And at **international level**

- 2015: contributions from Parties; Paris conference adopts **international agreement**



# THANK YOU!





## QUESTIONS & DISCUSSION?

**Q1:** *In your opinion about adaptation measures to climate change, because all the slides are talking about reduction and mitigation, but not in that way in adaptation and that this is crucial for citizen deprived in areas, because their facilities as a passenger.*

It's working, yeah, okay, you're absolutely right that adaptation is crucial, in fact I think another version of mine had a slight adaptation, so if this gets mailed around you'll get one with information on adaption, but in fact the commissioner is going to launch a network, specifically on the topic of adaptation and for which we provide a network of shared information it will also contain a help desk where whatever scientific evidence we have on spatial challenges and also help on EU funds to help cities but you are completely correct that adaptation is very important and that depending on the region you have you have different challenges to meet those yeah.

**Q2:** *The city of Helsinki agrees entirely with the EU strategy in fact by 2020 it will reduce by 30% of the GHG's so we are well on our way to target. However there are major contradictions within the energy objectives and the objectives of business strategy and competitors. For example Helsinki owns its own energy and it supplies to parts of the metropolitan region its energy. All the money comes back to the citizens, on average we're making about 300 million profit every year and huge investment on infrastructure every year and still the EU wants to privatise this wonderful successful situation. It is a model of best practice but I'm trying to point out the contradictions between one set of goals and another set of goals because if we climatise it and we're going to do everything to prevent this it means that a few shareholders will gain all this huge profit they will be able to buy another yacht or another penthouse in New York but it's not going to help to the contribution of reducing green house gases. 94% of all buildings in Helsinki are linked to the same old district central heating that we use. So what are you going to do about this to prevent the contradiction to eroding the magnificent work that you are attempting to climate?*

Okay I know absolutely nothing about the Helsinki privatisation case so. I fail to see the contradiction here you can be against

privatisation or you can be in favour of it or those are not linked to who owns the actual energy system right. If it's a private company they too will have to reduce O2 emissions they too will have to contribute to European goals. I'm not sure I see any contradiction here.

*There is a myth that suggests that private sector are more efficient than public sector authorities, that is just not true and I would like you to then say what is the evidence that you're saying that privatisation still will aim to achieve the same amount because we're going from an average 20% reduction which is what you're asking all the other cities in metropolitan areas we're already going for 30% by 2020. So where is your evidence that the private sector will be as sharp and as responsible and as motivated to achieve that because the quicker you respond to greenhouse gases the less likely you are to achieve profit.*

I think the question here is what are we doing to make the private sector achieve greenhouse gas reduction. What we're doing currently in terms of policy is emissions rate system and the renewable scores. Does the private sector meet them? Yes, because we are basically measuring every reading of fossil fuels into private sector power sector into private sector industry calculating how much co2 comes out and turning into a maximum. The private sector will meet those goals.

*Do you have evidence that the private sector are achieving these goals as quick as the public sector.*

Okay do you have evidence that public sector in other countries apart from Helsinki is actually doing what the private sector is doing. I mean I am pretty sure that the public sector companies that are not doing as well as Helsinki.

**Q3:** *METREX has been very committed to goals you talked about goals they have been very committed in the EOC02 project they've shown that such a contribution is possible. What role does DG climate really attribute to metropolitan areas and you did talk in your speech you said that targets are defined at member state levels so here is really where metropolitan policy have added value what else would you like to say about the role that you that DG climate attributes to metropolitan areas in achieving those goals?*



Okay if you're talking specifically about EU goals then they're not on an international level it's not EU level. I mean there are two types of policy you can distinguish. One is the metropolitan regions have a contribution and work together and possibly at levels of governance. Let's say you have a city which builds a park on the coast fine, there'll be the city involved, there'll be the region involved there'll be the national government involved at a European level. That's great that means that you are part of the team which builds a certain concrete project. What I'm perhaps putting the emphasis on is on their cities in most cases they have the most political control and that in my opinion they design their own transport sector their own department planning which is subject to EU that's absolutely nothing about (inaudible 00:19:15), absolutely nothing about the government treaty and many member states also Metropolitan regions this is where their Euro competency authority really comes in. And secondly again a question I ask here is in things like energy efficiency Europe not only closer to people who we actually convinced to build more energy, housing and we actually convinced to renovate the dwellings they live in there is high density of these people there so you can do projects as you have large skill which has big impact. And we are going to need a lot of information on what works and what doesn't work in order to be able to scale up financial instrument for national EU which already exists. Again I think that's one big agenda item that I put out there for METREX to think about.

*Q4: I was wondering the next step it seems the carbon emission is often translated to energy consumption and I think there are other parts of circular economy are not mentioned but certainly important to bring back issues so what about the ways what about food, what about work what about you know not only the energy part is that also part of the European agenda and trying to but make the circular economy more effective and more efficient?*

Yes I mean obviously circular economy as mentioned by the speaker before me on purely speaking from EU perspective yes emissions from this emissions from agriculture and so on are part of the goals and any reductions in those are extremely welcome and in many cases quite cost effective. I just focussed on energy processes the biggest around 80% yeah.

*Q5: You mentioned a conference in Paris next year what do you expect from metropolitan areas in order to pave the way for that in terms of '15 do you have any expectations??*

Well I think we should continue doing what we're doing right now just five months ago we had for the regions via international organisations like C40 basically they vary their own commitments and they vary their process. Besides making their own commitments also in developing best practices for monitoring emissions making sure that omission reductions are counted for the city, the region and member states which might be politically just 5 cities based on the areas that make sense. So we might well have best guidance practice on that release 5 cities and I think by offering by helping other cities to capacity building and networking people will or are already doing all of this and will continue to make an important contribution.



## Examples from Stockholm region



### Ulrika PALM

Senior Planner, Stockholm County Council

**1-4** Thank you. I wouldn't say I am not an expert I have a regional planner so I have to be an expert in everything and nothing at the same time. I am going to try to give you some examples, quick examples from the Stockholm region on how we have worked on lowering our greenhouse gas emissions and worked with energy and climate... Yeah we have regional planning in Stockholm region original development plan actually and it's since 2010 and it goes towards the 2013 and we have climate growth there quite clear climate growth. Also I think we can see we have a decline of growth there on the chart but we have lowered our greenhouse gas emissions quite heavily even before this work again. I'm coming back to that a bit later.

We are heading towards for 2050 to be not totally free of fossil fuel but to reach the what's then the Kyoto agreement to be 80% reduction and we have 2005 as a baseline. This is also important to say that we are a regional office but we don't have any funds or power or legal legislation powers to implement it so we just have to work without other tools to reach these goals. Some things that we have found has been effective and this is first will stress the national incentives because they are very important for us because we can really put our incentives ourselves and in Sweden we have the carbon dioxide tax since 1990 and also we have managed to show that even though we have this carbon dioxide tax which of course was very much a debate what this would mean to GDP of Sweden and how it would work.

We can show that it has actually, GDP has grown even though we have horrible taxes and if you talk to the energy companies they can say that okay this was a thing that they were worried about in the beginning but they had to

adapt to this and what this has done that specifically in the housing sector and the warming sector it's now very much based on bio-fuels and if you look here we have 80% fossil free heating in some. And also due to because as in Helsinki we have a good system of district heating and also the congestion charge system for the cars in Stockholm has been good but it's also the state level that decides on that and other incentives carrots and sticks as we talked about before lunch.

In the region we can do as much as we can do and we try to work very much through corporation. We have a regional action programme which is a way for us to implement the regional plan and we have had a regional action plan on energy and climate trying to stress, focus on special things to work harder on. One thing has been to gather waste we talked about circular economy but to gather waste and make bio-gas for the cars to drive on. And we also have a regional action programme on polycentricity and we have talked a lot about polycentricity here but for us it's also a way to be more resource efficient in land use and in car and transport issues to make it better to go by public transport that is very important. And what we are heading for now is to do a road map for fossil fuel free region in 2050.

And the last slide I will just talk a little bit about the challenges for the future because I mean there are lots of challenges. We have come a long ways in some respects but we have a very long way to go in other respects and of course transport is one of the things that is a bit problem. And if you look at the sharp down there just to show that everything has changed since the 70's I don't want to move away from that but the red is the private parts from how...I mean it's still growing and also car travels. I mean we have a big growth in inhabitants we have more and more inhabitants and everybody has a car, no not everybody but at the same time what we want to increase is the public transport share and you can see the lowest line it hasn't really gone up but okay at least not going down anymore.

Energy efficiency of course is a big, big problem and we have a lot of housing that is bad conditions and need a lot of money to fund it and how to do that without getting into high rents for the people living there. I think small scale energy production is a problem for Sweden, not a problem but we have a large scale system in Sweden so if we want people to know they can do something themselves we have to have a system that promotes small scale energy production and of course spatial



planning that I take into a lot of things to bicycle lanes and how to make people live in a way that they can use the public transport system in a good way, both to work places but also for other purposes so that's important.

Things that I didn't put in here but I mean as big a challenge is of course our things that is not only within that we don't really count or haven't counted before is I mean of course our consumption and how what way of living we have today and how it affects the world. Because I mean this is a global problem so we have to really think of it in a global way also and we can through procurement buy things that are produced in a good way but also we have to do it as individuals I think. And what we need I didn't write it down but what we need I think is work incentives and we need that I think to come from the EU to make the politicians in our national government but also in the regional and metropolitan level to have the courage to make the right decisions because we are in the crossroads right now and we have to make those decisions very quickly or otherwise we will have even more problems with the adaptation. And also we need I think funds or something that helps us to really focus on innovation and good works that can help us. We need new solutions that we really can't maybe not know what they are right now we need smart things for smart cities. Thank you.



## Examples from Stockholm region

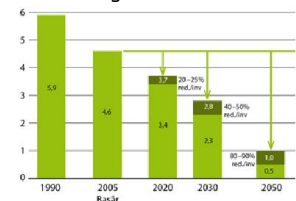
Ulrika Palm, regional planner  
Stockholm County Council



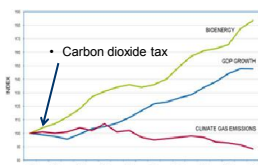
Stockholm region –  
Regional development  
plan 2010 (→ 2030)



## Climate goals



## National incentives



> 50 % renewable



- Congestion charge system
- Super green car premium
- Support for renewable energy

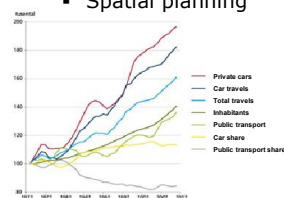
## Regional cooperation

- Regional action programme on energy and climate
- Regional action programme on polycentricity
- Roadmap for a fossil fuel free region 2050...



## Challenges

- Transports
- Energy efficiency
- Small scale energy production
- Spatial planning





## OrangeGas



### Pelle SCHLICHTING

OrangeGas Amsterdam

**1-6** Nice to be here today traffic was horrible I'm sure if you're from the metropolitan area you know how these things go. I'm a bit afraid from the gentleman from Helsinki because I'm in the private sector. The name of our company is named after a fruit I hope you will keep this to make a....I would like to talk to you about how I think the public sector and private sector can work beautifully together. In the city of Amsterdam we work with I think five or six different parts of the city on various topics and in that collaboration we already show today what can be the energy dream of tomorrow. But it all begins with people and I'm not sure if the private sector or public sector approach is the best I'm quite sure that any initiative has to have good people or at least enthusiastic people.

This is a picture of me with my brother-in-law and we founded the company a couple of years ago as you can see we have orange jackets which we wear beautifully at conferences but we made a deal only to wear them when we are not alone and this was an investment of 1,000 euros and it was the best marketing investment ever I think SME's can be very good at making smart investments work very efficiently and whenever we are at conference and they say well if you want to talk about bio gas go to one of the guys in those orange jackets so our brand name rose quickly as did the theme with an investment of 1,000 Euros so efficiency is very important.

In the last six years we have built a network of about 50 plus stations which sell bio-methane throughout the country with our base being Amsterdam and I think the most beautiful thing that we have accomplished is a collaboration with the city sewage works, the energy...waste

energy company of the city collaboration with the port of Amsterdam and the refuse charge of the collection service. And we built a station across the street in the harbour area from the city sewage works they make biogas, the biogas is upgraded to a metro gas quality and we sell that gas to the most boring but most polluting transportation users that are available. We sell mostly not only to these cars but mostly to vans, taxis and waste management trucks. Not what anyone talks about at a birthday party but sure as hell the most important things which pollute the city. The vans bring you all your shopping goods when you are not at home, the waste management truck drives very slowly and stops all the time and he can have a euro6 engine but that only works when it's totally running all the time so pollution is big and bad.

What we as a small company did we said we see that everybody has the small piece but we have to make it all work together and I think that's what companies can be good at and we truly believe that energy that the change that we need in the energy sector needs to be built on dreams. If you don't have a dream you have non-believers and if you have non-believers then it's some topic nobody really cares about and we thought what could be our thing what could be our dream to accomplish as well as neutral, clean which is both important in transport.

Our picture here the text is in Dutch I'm afraid but it pretty much well you can pretty much see what it is looking at pictures. You have synthetic biological sources of energy those can be produce they can have too much electricity you can make H<sub>2</sub>. Actually carbon dioxide if you make a liquid you can use it to cool vegetables which are transported into the city. I can tell you some horrible stories about how the cooling of your food is done nowadays from diesel which is either dirty or not cool and this can be done by using a carbon dioxide making liquid and put it into a cooling structure. The green gas "Groen Gas" as we say in Dutch the bio-methane is put into the (inaudible 00:04:01) if we look at we place 80% of traffic being down a narrow base and almost all diesel traffic which is really important for air quality. We can also make biogas liquid for larger trucks and long haul traffic. What we see here is quite important but we need everything and not only to foretell the wishes of all transportation users from an electrical scooter to a long distance truck, but actually also you need all the economies which are available here.

One of the big problems of big cities is that there is no space we have stations bio-methane



stations in the north of the country where there is so much space. When we talk to a petrol station I want to build a methane gas or a bio-methane station they say well just put it somewhere. But a real competitor on that piece of our market it not diesel it's the sandwich corner in Amsterdam because or either a car wash because you are fighting for square meters. And sometimes you can develop a location totally new you won't sell petrol, you won't sell diesel but you will sell green fuels and if you can make a station a bit broader you can not only sell bio-gas you can also sell liquid carbon dioxide. You can also place some fast chargers for electrical cars. All these efficiencies are quite huge. We've made some calculations and when we combine our bio-methane stations with fast charging stations for cars the investment costs of fast charging station is halved and the margin per kilowatt hour sold is actually rises because of volume and efficiencies which are created. I think it is these kinds of perhaps at a first glance small efficiencies which makes sure that the sector really develops and I think as new companies are extremely well positioned to bank on those efficiencies and make the future real today. That's what we are doing in Amsterdam. The only thing that you actually need is not so much only money from your city but it's also just a little bit of co-operation do you want to do this are you open to new ideas are you willing to dream.

This is an artist's impression of what really happens on our location in the harbour of Amsterdam and this can be done in almost in every big city. So when I was asked to come here today and tell you something about an SME perspective or an enterprise perspective I would say there is so much possible and we can also do it in I think quite a limited amount of time if you only have an open view, work together and all the pieces of the chain, everybody focussing on the good and nobody should think that they can do everything themselves because we can't for sure. I think the city sewage system can't and I also think that the actual customers can't. We all need to work together in an open transparent way and talk about what you need what your objectives are and don't be put off by anybody else. If you do that amazing things can happen.

Nowadays we're not only a SME we are actually 15% owned by the city of Amsterdam through their climate fund and we are talking and what you see here it's not only a dream it's actually some of this is already in place other pieces will be there, totally completed in 24 months from now. So I think from that's lightening speed and

then we have actually accomplished everything that we want to do in the green transport and this has been done I think with funding from the city, actually not funding but a loan and an equity stake of less than 4 million Euros. So great things can happen if you work together, if you share a dream, if you don't believe that your idea is the only one and if you think that working together is the best option. We've done so we hope to do so and perhaps show this example works put in practice in some other areas in Europe. Thank you very much and I am looking forward to answering your questions.



## Pelle SCHLICHTING / 1-6



**ORANGEGAS**  
HAPPY PLANET

OrangeDreams  
Oktober 8 2014  
Pelle Schlichting



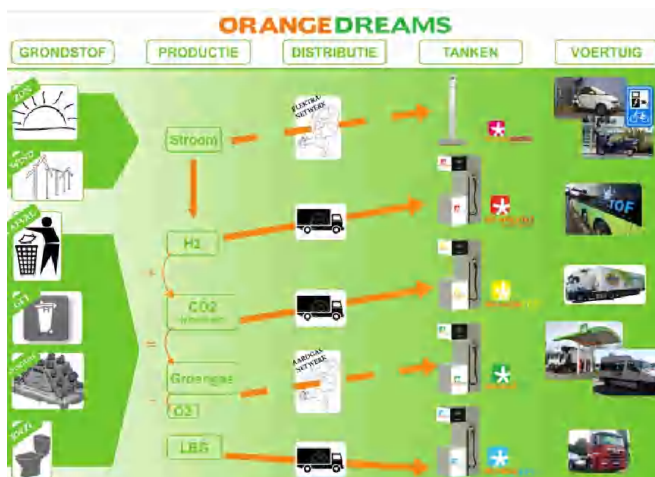
**ORANGEGAS**  
HAPPY PLANET



**ORANGEGAS**  
HAPPY PLANET



**ORANGEGAS**  
HAPPY PLANET





## QUESTIONS & DISCUSSION?

**Q1:** *Can I ask actually Akshay to share with us what's your real perception of the nature of climate change? Do you see it as a slow process that increases warming over a long period of time dependant on the level of our green house gas omissions or do you see it as a process where we hit really dangerous sticking points like melting of the Antarctic ice which will be catastrophic. Do you see it as a process that can be slowly mitigated or do you see it as a process that is fraught with risks and dangerous? One other aspect of that do you see this as.... then this is not what we should be talking about the fastest possible decarbonisation and do everything right now never mind 2020 targets or anything else the name of the game is radical decarbonisation to avoid catastrophic risk is that the way you see it?*

**Akshay PATKI:** The way I see it if you want an indication of what scientists say about tipping points and the risks of those it's in the first diagram from the IPCC you might know it. It's already published the updated version and you can see risks appearing for vulnerable populations risks of biodiversity risks for flooding, droughts agriculture and ongoing risks of unpredictable global disaster. Again gradually the risks grow the hotter the temperature gets. Currently we have a local rule of limiting climate change below 2 degrees. If you place that target over the.... you will find actually there are various significant risks still to vulnerable places biodiversity and various other but you will not reach the point where the risks for catastrophic levels should come off that. That seems to me my understanding of scientific climate change again keep the risks of total disaster limited. To do that there has to be various calculations of developing countries and what developing countries is quite controversial but the developed countries have basically accepted that what they would need to do is to reduce their own carbon omissions by 80 to 95% by 2050. Is make forecasts scenarios in how would we get there and if you do that you actually end up at 40% reductions in 2030 that is where our commission proposal came from. Again only 40% because in some cases it simply takes time before you get very rapid reductions such as transport you need to electrify transport. It takes time to develop vehicles it takes time to develop the electric infrastructure we should start now. But once you have this after 2030 the transport sector goes down very rapidly in our models. So our work is basically consistent with the long-term ambitions which

developed in order to make a fair contribution for the global target.

**Q2:** *So I wanted to ask Mr. Schlichting if his calculation also refers to the question of storage and to the question of change from electricity to gas. I understand you just work on the implementation of the stations, fuelling stations on storage and of the transmission from gas.*

**Pelle SCHLICHTING:** Well we actually do I haven't mentioned it but there are a couple of storage projects both gas storage bio-methane introduced all year round but is not produced all year round so that's a challenge especially in summer nights nobody uses gas so we're on a project for that. Another is a gas project and both projects the volume generated will be sold to parties like us to put into use in the transport sector. And also you don't use it directly then you can store it of course. But we take an integral point of view the transport and storage most of the time we (inaudible 00:14:20). The problem is there when you are not talking about the entire chain then somebody has a problem and sometimes I have to solve the (inaudible 00:14:32) so the only way to measure this is to work together. We've done a project which we are doing right now the project is with a company to make sure that they can put all our compressors so that our gas stations are filled up when they need it. So that could be the time when either there is a lot of solar power or wind power and gas needs to be made or just when it's warm and nobody has put on the heating and even worse they use hot water then it's also more on the weekend make the best to make sure that bio producers are being facilitated. It doesn't make any money for us these storage projects make sure that problems in the chain disappear and we have had our challenges and problems so thank you very much.

**Q3:** *We didn't really touch so much on the public and private sector and I don't know whether you can answer the roles of the public and private sector implementing the low carbon strategies and how the EU can help them in that. I am looking at you as a project if you want to answer this sort of in part. So you know the public and private sector aspect. What's been your experience?*

**Ulrika PALM:** My experience is that I mean we have the situation in Sweden or in Stockholm it's very different between we have 36



municipalities it's owned by either the municipality or by the private sector. A lot of it has been sold out hasn't been in Helsinki but I believe Stockholm owns quite a large amount of it together with a private company. But we can see I think if you own it by yourself you can have some opportunities to decide more on how to do things but still I agree with what you said before it's not the goals it should be the goals even if its private or and as we have seen in Sweden we have managed to lower the amount of fossil fuel a lot even though it's private sectors involved in many cases. But of course when you sell out something that is owned by the public you lose some of the possibilities to steer so it's not an easy question.

*Q4: My question is to Ulrika to ask you the fact that everything points to information the planners the regional action programme polycentricity and then you also mentioned that one of the challenges you can see especially planning could you please comment on these?*

**Ulrika PALM:** Well that is our role as regional planners of course to look at spatial planning, spatial strategy on how to make everything work together housing, infrastructure and we have down a lot of models, calculations to do the regional plan. We have tried to look on resource and efficiency and so on, see what would be the best way to have a spatial structure. Between having an urban sprawl and a very mono-centric strategy there were a lot of things in-between and of course there has been a lot of policy issues and political decision as well. We come up with the best solution for Stockholm region was to have a polycentric some strong course that had very good public transport and that way made people more able to use public transport.

*Q5: Some of the people here were present at the conference at Hamburg organised by METREX seven years ago. The subject was climate change, EU, CO2 as a project with launched thank you for all the work you put into that. During that conference a presentation was given by myself and my colleague who is now retired where we explained about the road tolls almost identical to what they are in Stockholm whereby the moment every vehicle drives into the city of Oslo 24 hours a day 365 days of the year has to pay three Euros per trip. That gives the combined financial leverage of the city of Oslo 300 million Euros every year to do what they want within the transport sector. This has now been going on for 25 years I wouldn't call it*

*a success. The politicians are committed to carrying on at least until 2030 and I see no reason why they would want it to change then. What have we achieved? The city of Oslo in growing in population by 2% every year we have low unemployment we have an increasing level of private income. Road traffic has not increased in Oslo for the last eight years. The public transport percentage is growing continually in Oslo and Akershus because we are able to invest in it because there is this little penalty very little penalty in terms of monetary income to drive to the city. It's a long-term process that's going to go on for another 20 years so if you're looking for a good practice come to Oslo again I'm going to tell you about it later.*

**Ulrika PALM:** We can also agree on this tax as being a success and it has been it was a major, major discussion before because everybody was so afraid that this would make Oslo there would be no growth this would be the fee and economics...but it hasn't been. I think there is a lot of those types of decision. I would say that carbon dioxide tax is the same thing that people are very afraid that it will influence the economy in a bad way but when it's done never had no discussions afterwards it's just like good no problem nobody really thinks of it.

*Q6: Thank you. I would like to know if first in Paris you would say that at the next summit that the government say that you will have to share not the burden of distributions do you think that is enforceable, legally enforceable instrument that countries where with different responsibilities will not accept and will not enforce the same way do you think that can be a project that...Do you think second that the non-binding commitment can have in a result and where is Europe and is Europe going to fight against fines...subsidies countries that are producing or project or promises and having a negative impact on their populations I mean Honduras for instance had gone down the down is on account of carbon quota and they are extending this. And so it is a new incentive for some developing countries to use the lowering of their carbons with subsidies from Europe or European countries but affecting them as a nation. Sorry I am not sure I am very clear?*

**Akshay PATKI:** On the region of Paris I think there is already plans agreed to the effect that the agreement should have legal force. Now what this means is of course it's going to be placed under diplomats but the EU is going to work for a legally binding agreement with



commitments by all parties. Will those commitments be identical or added to the (inaudible 00:24:32) no. Our negotiations see that some countries will have absolute reduction commitments and other countries might have different formulated commitments but we want all of them to be clearly defined and be monitored in the scientific sense okay so not vague commitments. And if the 4 member states have difficulties you can have of the UN I mean keeping it nationally appropriate in mitigation actions that are....confident that action should be taken up

Do non-binding elements have an impact well sure it depends on the commitment on the people because it is time bought out by the commitments it is non-binding this is simply agreements non-binding means that you are committed but it's not legally enforced. Of course that will have an impact in fact the UN is also working on this aspect and is prominently involved networks of cities for instance to take on commitments which are not put forward in UN law or protocol or whatever this does have feedback assuming that people were binding themselves politically or sincere. On CDM what we proposed at least for the 2030 framework is that 40% targets domestic should not involve international credit. Okay so we want more ambition from yourselves. Our strategy in the long-term is that if we do international credits then it should be as much as possible via carbon monitors.... However CDM is indeed I think we have raised an incentive for other countries to do... well make reductions I don't know about the Honduras case and you should try as much as possible to avoid any negative impacts but there should be I cannot guarantee you this will.....No obviously I totally agree with that but it's not where we see this.

*Q7: Thank you very much, There are two important factors that could influence energy consumption the first is right now our ageing of society another is political especially in Russia Ukraine is it taken under consideration in France of reductions of omission and could you tell us about it?*

**Akshay PATKI:** The ageing question I will just give it the Europe stats, the EU has projections for population based on models from that....Russia and Ukraine will affect targets and we will hear in two weeks time I'm pretty sure it is affecting this discussion and I'm not sure how it will affect the numbers but yes it's the political diagram that's being affected and I think it will affect even more is things like the

energy union are we going to use the market power on the market and as well as infrastructure investments so that we can bypass gas is not necessary it does tend to the take the market, the infrastructure acting as the trade block being the most affected. The targets are probably easier to defend given that energy saving also reduces your energy dependence in certain situations but I don't know but they will decide in two weeks.

**Gunter SCHÄFER:** In fact there are very shrewd things that can be projected as the population changes. The whole thing it's the energy....under normal circumstances we are not making projections. Population is a bigger one exception because it can be projected. We know that behaviour is not changing so that you can really calculate with certain age groups and with reduction scales you can really project that. And the statistical offices are doing that, this kind of....there is not any more sitting on its board level but sitting on its hip but let's say its these types of things they are of course under certain assumptions that for example if you have let's say migration or so this may change it but population I would say I think the only one where you can make kind of projections.

*Talking about changing of lifestyle and changing of general life because of aging society does it influence energy consumption?*

Yes in terms of the statistics we are refraining from this kind of project we leave it to our friends to make models, nice models and so on and we wanted to observe facts you see what I mean and not projections, not assumptions and so on. This is a very clear cut separation in terms of tasks we are doing and we leave much better making models of changing patterns of consumptions changing behaviour we cannot do that from the statistics from the group. We can say under certain circumstances we can project population but that's it.

*Q8: I do just want to get this in. As an SME how do you benefit from reduction strategies that are set by the public sector and what can they contribute to growth and the creation of jobs. And more actually more what further support do they need I mean at EU level at any level what further support is needed to encourage more of that more of the kind of business that you yourself have set up and is clearly successful?*



**Pelle SCHLICHTING:** I think we need two things. The first thing is that there is the general feeling that something needs to be done. Also the public acceptance of what you are doing. It's very nice if the government wants you to do something but if the people don't want it an SME or any company you will get into it. What we need most is consistence, policy and the second thing you need is collaboration. The small things what I...we had..... solar panels which is something that I don't do but they had a lot of problems with meters by companies sometimes and that's a big problem for them. Solar companies and I have solar panels on my roof and people spend too much time talking to companies about meters and stuff like that which really annoys and really frustrates energy transition. We have also got small things most things are trivial here but it's also people need to look further let's look at my wish list is that there are more waste management trucks driving along with bio-gas which is also good for air quality reasons and for carbon reduction and the driver of the car he wants a big car because that's cool the bigger the cooler so its perception well I can do my work with this small bio-gas motor and what you then need is a policy from the government which says "right we're going to be strict about this and we're going to move forward with this agenda and it is not (inaudible 00:33:23) the carbon free or carbon four option must prevail. And the whole time actually costs money but it's.... we lose quite a lot of business to diesel because of perception. In Europe there is a business case when you introduce it and a lot of the time the government it is the steering body. So that's kind of frustrating so I would say always give the carbon neutral option the benefit of the doubt and always make sure that when they ask something, something that doesn't cost you any money then give it to them.



## Brussels Proceedings

### Wednesday 8 October 2014

## Session 3:

### New Concepts for Metropolitan Mobility

#### New concepts for Metropolitan Mobility



**Mark MAJOR**

Team Leader – Sustainable Urban Mobility  
European Commission

**1-6** Thank you very much. It is a real pleasure for me to be here on behalf of the European Commission to speak to you about the future of urban mobility. I was asked specifically to prepare a kind of clear vision of where I see the future of urban mobility; I have done that, I have tried to be clear and pragmatic so that the things I say will be relevant hopefully to the world that you are working in, but first I am going to take a few minutes to give you a little bit of the policy contexts from Brussels on urban mobility. So I know you are all familiar with the challenges of urban mobility, so there is nothing on this slide about noise, pollution, climate etc that is going to be new to you and I am sure many of us would quickly agree on the problems of urban mobility, maybe even the solutions. Now the question is and what I had asked you to think about is 'what is Brussels's role in solving these problems'.

So an important part of my job is to be thinking about how can Brussels help with these problems? So you could easily make the case congestion, many of these topics that local Mayors can make decisions about land use priming, about priorities, about investments,

about public transport and have control over things themselves. So you could try and make an argument this is for local Mayors only to be dealing with these questions. So an important part of my job is to be thinking about how can Brussels contribute to these? Now I will give you a couple of examples of the dimension of this; so off course air quality is a topic where 27 of the 28 member states can not comply with existing EU law, so there is different processes and procedures against 27 of the member states because they can not comply with urban air quality limits, largely because of road transport emissions in urban areas.

So here you immediately see a link between European law, the role of the commission to ensure the enforcement of the agreed rules and local action on urban transport, so again you see there one aspect of the link between what is happening and it is a big driver for many cities, you see London is a good example where they are doing many, many things, an important of the motivation is their need to show they are going to comply with air quality limits. CO2 omissions is another topic with a similar legal framework, so there is legally binding obligations on each member state, but each member states has to decide for itself how it complies with the rules, but if that is a topic where at the moment we are on track, all the member states are on track to deliver what they have agreed to do legally by 2020 so then we are in a different situation, but maybe you could imagine a future where the EU takes on legally deeper cuts, you might get the situation where some member states are not able to deliver on their commitments and we might enter into a similar dynamic as we have with air quality. So maybe not quite black and white, that you know, this all for low collectors and this is something Brussels should stay out of.

So the commission sets out its transport policy about every ten years in the Transport White Paper, we most recently did this in 2011 and what I think is interesting in the new White Paper is that there is ten goals in the White Paper for the whole of the European Transport System, but two of those goals are very specifically urban so the commission has said the first two goals we should be looking to be phasing out the use of conventionally fuelled cars in the cities by 2050, halving their use by 2030 and moving towards zero emission city logistics in major urban areas. So on the one hand you have this argument that transport is local, but here you see a very explicit recognition from the commission that actually if we are going to deliver on alternative energy, energy independence, climate policy, air quality



that we need to do more in urban areas. 40% of transport emissions are in urban areas. So this a clear link again is that there is a need in Europe to do more on urban transport if we are going to achieve some of the headline European Policies and we all agree that energy policy or climate policy are some of the strongest areas of EU action.

So the rest of the White Paper includes the analysis and sets out 40 specific actions that the commission is going to take over the decade to deliver on these goals. Now this is not just something of concern to policy makers in Brussels, I would like to remind you that we did a Euro barometer survey last year on citizen's attitudes to urban mobility, so we did a representative sample of citizens, they were interviewed and all of this data and analysis is available online for you for free, you can download a fact sheet for your country so you can see how your country compares with the EU averages and what is interesting is that a very large majority of EU citizens, this is all EU citizens, not just those living in urban areas, that 80%, 76%, 74% tend to see these problems as serious or very serious problems and importantly the vast majority think the situation is not going to get better and they think it is going to stay the same or get worse. So these are things that citizens are concerned about. So take advantage of that survey and that data, I am sure you will find it interesting.

After the Transport White Paper in 2011, at the end of last year we set out in some detail in our urban mobility package, what the commission is planning to do in the next years on urban mobility. So we have set out quite specifically an argument for continued discussion on urban mobility at the EU and with the member states and underlying this situation it requires actions at all levels to tackle urban mobility. So I am often struck when we have visits from Mayors, but even Mayors of big cities feel that they are powerless in some areas, so you know the technologies that are available, the fuels, the carbon intensity of the fuels, so even powerful Mayors from big cities realize that they need a contribution from technology or from the market or from the fuel supplies, so we make here clearly the case that it requires action at all levels and we say very clearly that on the areas where we see there is clear EU added value, so on networking, on best practice, on research, on coordination, on guidelines we say there is a real added value to do these things together and I will come to that a little bit more in a minute.

The main story in the communication is about sustainable urban mobility plan, so we have been developing at the European level, a lot of expertise and knowledge on sustainable urban mobility plans now, so this is a local process working with stake holders to develop a common understanding of the problems and the solutions and setting out clearly a plan to deliver on your long term targets. Sounds very simple, we annex to the communication an outline of sustainable urban mobility plan and we really see now that most serious urban areas are developing along this sustainable urban mobility plan concept.

So some of them have some elements already, you are improving it or revising it, but it is very well established now and we have a new sustainable urban mobility plan platform, so a single portal where you can get access online to the guidelines in different languages, to better practices, to examples of good plans, to training material, to certification projects, a whole range of activities around this idea of sustainable urban mobility plans.






## New concepts for Metropolitan Mobility

Brussels  
8th October 2014

Mark Major  
Team Leader – Sustainable Urban Mobility  
European Commission


Transport



### The challenges of urban mobility

- Many urban areas suffer from severe **congestion**
- Urban mobility accounts for 23% of **CO<sub>2</sub> emissions** from transport (continued dependence on oil)
- Cities in virtually all MS struggle to meet legal requirements for **ambient air quality**
- Urban road accidents account some 40% of all **road fatalities** (approx. 11,000 per year)
- **Integration** of different modes and local, regional, and long-distance travel and transport

Transport



### The 2011 Transport White Paper

*"Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" COM/2011/0144*

- **Target** - 60% reduction in transport CO<sub>2</sub> emissions by 2050
- **Two specifically 'urban' goals**
  - Phase out the use of conventionally fuelled cars in cities by 2050 – half their use by 2030
  - Towards 'zero emissions' city logistics in major urban centres by 2030

Sets out 40 specific EC actions for 2011 - 2020

Transport



### Citizens concerns

#### Eurobarometer survey 2013 – Urban Mobility Problems facing EU citizens

- A substantial majority of Europeans believe that air pollution (81%), road congestion (76%), travelling costs (74%), accidents (73%) and noise pollution (72%) are serious problems within cities
- Less than a quarter of Europeans believe that the urban traffic situation will improve in the future (24%) and most believe it will stay the same (35%) or get worse (37%).
- Situation not same across EU: 'Mobility gap'

Transport



### Need for a long term 'urban mobility' vision

*Encourage cities to develop a long term vision/objectives for urban mobility*

e.g.

- Copenhagen, DK – carbon neutral by 2025
- Stockholm, SE – fossil fuel free by 2050
- Rotterdam, NL – 50% CO<sub>2</sub> reduction by 2025

Transport



### The Urban Mobility Package

*Communication "Together towards competitive and resource-efficient urban mobility"*  
COM (2013) 913 – 17 December 2013

**Objectives:**

- Provide a **basis for a continued debate** about urban mobility: across the EU and in the Member States
- Enable us to **tackle urban mobility together**
- To this end, UMP outlines Commission's approach to **reinforced EU support** for local action on urban mobility (2014-2020 financial programming period)
- Recommendations for **coordinated action** on five specific topics – at EU level and in the Member States

Transport



**7-18** We chose four other topics for a specific focus in our action, so we have five four staff working documents that accompany the communication, one on urban logistics, one on urban road safety; road safety is a good example where Europe has done a good job over the last decades of reducing the number of road deaths in Europe so we are now almost half the number of road deaths from 50,000 per year to 26,000 per year, but largely these deaths have been outside of urban areas, so as we have improved the reductions outside of urban areas the urban part of this problem is more important. So the next phase in road safety is going to be dealing with urban areas and also more with injuries as well, having a more common understanding of injuries, the procedures, the statistics for injuries etc, so we need to have a particular focus on urban road safety now. Urban vehicle access regulations and an intelligent transport system are the two other topics, ITI's is a good example, we have European guidelines on the use of intelligent transport systems in urban areas, but of course we need to encourage Mayors to use them, I mean if we have this vision of an interconnected Europe where vehicles can interact with information and with the infrastructure then the systems need to be compatible, so again do we just leave each Mayor to make their own choice or do we encourage them to follow a more common rule through the use of the ITI guidelines for urban transport.

So again all of those areas where we think there is a good EU added value. So this is a little bit just a graphic which summarises a little bit of the approach is that we are saying cities are primarily responsible for taking action of their own mobility, but they can not do it alone, they need support from not only the EU, and we are saying that we will provide the support where we see there is clear EU added value, but also we need the member states to provide the right national framework and we are starting a new expert group this year, so we announced that we would start with the member states, EU expert group of the member states on urban mobility, we are having the first meeting on the 28th of October, most member states have now nominated their representative and this is a step change because it will be the first time there will be like a formal discussion in Brussels about urban mobility.

We had some success both in the March Transport Council and in the Informal Council at the beginning of September in Milan and we could get the Ministers to agree that we need to do more on urban mobility and this is actually

worth discussing this together. A strong message in the urban mobility package is that we are not saying 'we are going to come forward with a new law on urban mobility, this would be politically and practically impossible' but an acceptance by the members and even the member states that politically you might expect to be most reluctant to enter into a discussion on a topic which is very local, so maybe the Dutch or the British who are quite cautious at the moment on these kind of mission creep of the EU were prepared to accept that actually this is a useful thing for discussing together. So we will be starting to have a couple of meetings per year, formal meetings with the member states and we are challenging them to review the national framework that they provide to urban mobility, so some countries have some laws, some countries have a competent centre, some countries have capacity building, but most member states have no national framework for urban mobility.

So we are going to challenge the member states, we are not going to say you all need to have the same national framework, but we are going to encourage them to review what national framework; if you think about access regulations for example you know, a city needs to have the power to be able to charge vehicles to go in or to limit access to certain, I mean they need to have these powers and this depends on the national framework and if there is no national framework cities find it hard to take action. So that is a little bit overall of the story; principally for cities, we are going to provide the support where there is an EU added value, but this bottom level we really need the member states to take this subject more seriously and hopefully we will succeed in engaging them in a constructive discussion on how we can tackle urban mobility together.

Now quickly on the visions; my first vision is that we need to have much clearer consensus around long term targets for each city. I know there is someone here from Stockholm, but is there anyone else here that is from a region that has a clear consensus on what their long term vision is for transport. I think this phrase 'you get what you planned for', you know cities evolved slowly, cities are about, urban mobility is about infrastructure, it is about urban planning these are the things you can change very quickly, so unless you have a long term vision we are going to be phasing out conventionally fuelled cars in our cities by 2030 or are we going to be zero carbon by 2020, we are starting to see a few cities get a consensus of the long term vision, but I think only with this



can you actually deliver on urban mobility in the long term. You need to have a consensus, it gives a clarity in the communication, it needs to have stability over time to deliver, but without long term vision for each city, so I really would hope that each city in Europe would have a consensus about 'we are going to be electro mobility city, or we are going to be cycle city' I mean something specific so people can work towards it.

I think we are seeing an increasing number of urban access regulations, before the coffee break there was that mention of the Oslo scheme and the charging schemes, I mean we only have five or six charging schemes in Europe, that is to be realistic and I do not see a long list of candidates that are interested in reducing charging schemes, but we have thousands of other types of access regulations where this is low speed zones or low emission zones and I think this will be the norm. Urban space is a very precious commodity it seems completely logical to me that Politicians make a rational truce about who can use it, at what time, under what conditions. So we will see this active management in urban space and this off course depends a lot on politics, some cities might say 'I want to go for charging, he who can pay can have access' others might say 'well no this is going to be a pedestrian zone, this is going to be a cycle path' I mean plenty of room for politics, but it is all active management for the space.

I think we will see more dynamic management, technologies will allow you to use a certain zone for deliveries in the early morning, maybe as an extra lane for the peak time, maybe in the middle of the day for coffee or for leisure use and then changing again as the day, so we might see dynamic use and I think the focus will increasingly be on maximising the access to the city. Cities are machines for access, you need access to places, information, activities, you do not want transport, you want access to things and I think this will increase. And I think importantly clear access regulations that are well designed give a business model for the kind of business that we saw presented before the break by Mr Schlicky: 15:18] so if a city describes the access regulations and say 'ok from 2015 you are only going to have access to this city if you are using alternative fuelled vehicles or x or y condition' this creates a business case for these people to invest new products and new services.

My third vision is about integration, I do not see transport in urban areas as a technology problem, I am convinced that we have the

technology and the engineers to deliver the solutions, it is about organisation and I think we are going to see the sort of better integration of modes this is to a certain extent to do with the integration of the physical infrastructure, but it is about the integration of information, or pricing systems, or different levels of government cooperating, your Burgh, the city the broader cities of suburbs, geographically as well, I mean if they do not cooperate you are not going to have an effective solution and this also will be a way to integrate new services, new business models into the system and clearly there is a lot of discussion about technology, I think these new mobile technologies will really help this, but actually what they are they helping with is the integration, it is providing the information about where you are, what you need for you to take advantage of it, so I am optimistic that we have a step to change in integration.

I think urban logistics is a heavily neglected topic, when you think of every place of human activity needs servicing with products. You know I arrived here and what was happening, outside there was a van parked on the pavement delivering the drinks and the cakes for our coffee break, but blocking half a lane of a very busy road in Brussels I mean this is a heavily neglected topic, the contribution of logistics to the economics of the city is really crucial, but most transport planners are thinking and working on passenger transport very few cities give a real priority of logistics. I think there is only about five cities in Europe that have a designated person who is responsible for logistics that you can phone up and say I have got this problem, how do I do this. I mean this is ridiculous, 85% of the EUGDP is generated in urban areas and we have almost no one seriously managing this. I think it is a topic where you can make quite fast progress, it is a great area for example for the early introduction of new technologies and new solutions, you have got captive fleets, you have got a smaller number of more economically rational actors so you can make a lot of progress. I once spoke with London, London is doing a lot of good things now on urban logistics largely triggered by the Olympics, but they told me there they have 20 people in London working on urban logistics and 5000 working on passenger transport. So you see, I mean the 20 people are new people, they have been recruiting them dramatically over the last years, I think it is a really interesting area and I think we are going to really understand more of the contribution of logistics to growth in cities.



Finally I think we are going to see a revolution in the role of private cars in cities, we are already seeing this trend that people are less interested in co-ownership more interested in use, this is a great way also to make better use of the vehicles, to have better pay back on the investment in new alternative engine vehicles, you can chose the kind of vehicle that you want according to what you are doing, so you can have a small city car if you are running some errands, but when you want to take a trip with your football club you can rent a small van, you can rent a mini-bus and this can increase low factors and it will become I believe another of the supporting measures to public transport, like walking and cycling are very supportive to public transport, I think we will see cars as being increasingly a supporting mode to public transport. I think in the future private cars of cities will make about as much sense a walking on a motorway. That is a little bit at the end my visions; I hope they were thought provoking and pragmatic and help you in your work. The rest of my presentation includes lots of links to different pieces of information about our support programmes, our activities, our campaigns, our quality, so you have those to take away, there are my contact details. Thank you very much for your attention.





## The Urban Mobility Package Staff Working Documents (SWD):

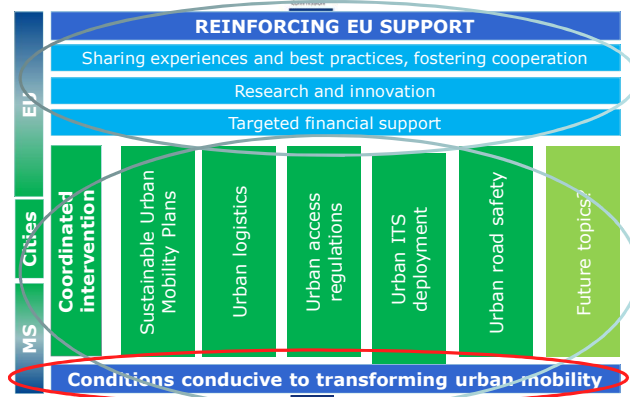
SWD 524 - A call to action on **urban logistics**

SWD 525 - Targeted action on **urban road safety**

SWD526 - A call for smarter urban **vehicle access regulations**

SWD 527 - Mobilising **Intelligent Transport Systems** for EU cities

Transport



## Vision 1 – Long term targets

- Consensus
- Clarity
- Stability
- Clarity
- Private investment

"You get what you plan for"

Transport



## Vision 2 – Urban access regulations the norm

- Active management of urban space
- Local political choices (preferences)
- Dynamic management
- Maximise accessibility
- Minimise social costs
- Private investment

Transport



## Vision 3 – Integration of everything

- Modes
- Infrastructure
- Information
- Pricing
- Government (horizontal/vertical)
- New modes / business models
- Lifestyle and other policies

Transport

New mobile technologies



## Vision 4 – Increased focus on Urban Logistics

- Heavily neglected topic
- Increasing size / complexity
- Key to efficiency of cities and economic growth
- Sector for early introduction of new technologies
- Easy wins / fast progress (Limited number of more professional actors)

Transport





### Vision 5 – Role of cars in urban areas

- Use / not ownership
- Alternative energy
- Fleet flexibility
- Higher load factor
- Lower speeds
- Support to Public Transport, Walking and Cycling

Transport

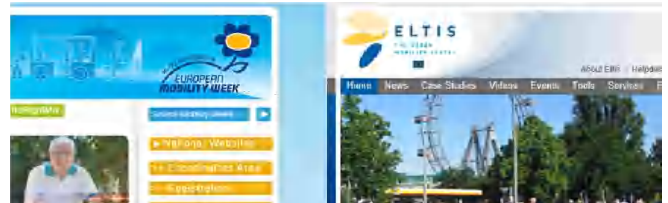


### For more information:

EUROPA portal: [ec.europa.eu/transport/themes/urban](http://ec.europa.eu/transport/themes/urban)

Urban Mobility Portal: [www.eltis.org](http://www.eltis.org)

European Mobility Week: [www.mobilityweek.eu](http://www.mobilityweek.eu)



### Research and innovation

- Support for urban mobility innovation under the EU Research Framework Programme
- E.g. through CIVITAS Initiative, launched in 2002
- **Continued support under Horizon 2020**
  1. **Mobility for Growth - Urban (= CIVITAS 2020):** 100 M€ for 2014/2015
  2. **Mobility for Growth – Infrastructure:** 35 M€ for 2014/2015
  3. **Green Vehicles:** 160 M€ for 2014/2015
- **Call for 2015 published! Close end of March 2015!**

Transport



### For more information:

Horizon 2020 programme:  
<http://ec.europa.eu/research/horizon2020>

Horizon2020 calls:  
<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/>

Horizon 2020 participant portal:  
<http://ec.europa.eu/research/participants/portal/desktop/en/home.html>

Smart Cities and Communities:  
[www.ec.europa.eu/eip/smartcities/](http://www.ec.europa.eu/eip/smartcities/)

Civitas:  
[www.civitas.eu](http://www.civitas.eu)

Transport



### For more information:

- ESI Funds: [http://ec.europa.eu/regional\\_policy](http://ec.europa.eu/regional_policy)
  - View the eligible zones in your country
  - Get the contact details of the managing authority in your country
- CEF funds for TEN-T projects:  
[http://ec.europa.eu/transport/themes/infrastructure/connecting\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/connecting_en.htm)  
<http://inea.ec.europa.eu/en/ten-t/ten-t.htm>
  - Find out about the priority projects in your country
  - Access the latest calls for proposals
- EIB:  
<http://www.eib.org/index.htm>  
<http://www.eib.org/infocentre/publications/all/strategies-procedures/index.htm>
- INTERREG: <http://www.interreg4c.eu/programme/>
- LIFE+: <http://ec.europa.eu/environment/life/funding/lifeplus.htm>

Transport



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Transport



## QUESTIONS & DISCUSSION?

*Q1: Could you explain why you have such a defeatist attitude to the inflation of toll charging across other countries in Europe and outside London and South Asia, there three Norwegian cities and two Swedish cities to my understanding as far as I know.*

**Mark MAJOR:** I know that there is lots of discussion about these charging schemes there is a lot of interest, but I mean I based my answer just on the existing reality that there is thousands and thousands of different types of access regulations in force already in European cities, many cities are planning these schemes, but very few are planning to control access by charging. I think we have, my figures are off course are the EU, I think we have six or seven cities in the EU plus the two or three in Norway, but I mean it is really a small number of cities who are doing it. I do not see a lot of cities queuing up to do it, it seems to be acceptable under certain political conditions and certain economic conditions which are seen to be at the moment relatively rare in that. I do not see a lot of Mayors pushing for this, but I think we will see active management, as I said active management are access to cities, but I think it might well be done more through regulation than through economic instruments. I am not particularly against it and off course I think Mayors should have access to whole range of tools and make their political choices, but I just do not see, I mean why do you think there is only less than ten schemes now if it is such a good solution?

I am not sure, I think one reason may be that it is presented in the way that you just did, because it is primarily to reduce access to the city which is not, at least the Norwegian model and the same in Douchenberg perhaps less though in Stockholm, it is a fund raising scheme. We recognise in the 80's that we would never get the funding that we needed from National Government less than in the EU to upgrade the motorways first and then the metros and everything else, so we needed to raise the funding and now we get three hundred million euros every year to use as we chose and it is joint funding with the National Government, that is the basis why the three Norwegian cities are doing it, Trondheim, Bergen and Oslo, the same in Gothenburg. I think the Stockholm scheme is more a congestion charging which in its title implies it is a more political emphasis on the restricted nation. The London scheme is obviously totally different in that respect.

No I am not saying that the existing schemes are not successful, I mean they certainly seem to have been really capitalising through the money they have raised, investments and other things, but I mean many member states is not legal, in Germany for example it is not legal for a city to do charging so many member states it is just not even an option, but indeed in our work with member states we encourage it to reflect on this legal framework, but I just think politically it is very difficult to do charging for many places and you missed characterised what I said, I said explicitly that access regulations will be focused on maximising access to cities, so if you decide you can only use bus lanes or prioritise public transport, these are choices about space which increase access and I was very explicit on matter that they would see traffic management to maximise access to cities.

*Q2: I am from Prague, My question is, I would like to know your opinion about potentials or private partnerships and transportation planning and infrastructure projects because in there world there are some good examples like [inaudible: 23:55] bus system and we have not as well done examples like the Stuttgart 21 when it did not really go well or at least it seems, so I would just like to know your opinion about the future of the public partnerships and how they can be implemented and what is your opinion.*

**Mark MAJOR:** I really would not say that I am an expert but what I think is really clear is that you need to have some kind of clear policy framework to create these kind of possibilities and I think very few cities are giving confidence to private access because they have not got a mature consensus around what the solutions are and where they are going and as I said in the example with access regulations I think if there is really political consensus and a consensus with the stakeholders about the long term vision and then the measures are started to be implemented and you know the direction and you have confidence that the rules are not going to change, this is really a catalyst for an investment. I think a lot of the alternative fuelling structure, I think a lot of this can be paid for by the private sector, I think a lot of the [inaudible: 25:06] certainly the logistics can be paid for by the private sector, but the cities just need to be smart enough to set the rules. I do not know if there is anyone here from England, but the city of Cambridge changed their rules for access regulations so at a certain period of the day motorised vehicles do not have access



to the centre of the town and off course what they have created is a really vibrant cycle courier community, so now TNT, DHL they bring the parcels and the letters to edge of the town and these are delivered to the businesses by foot or by bike during the day, they are creating new businesses, they have really kind of bought into that cycle part, so it was a very smart drafting of the rules, it has created a business opportunity and new jobs and new types of bikes and I think it is a really interesting example of how, we do not have the public money for the investment, a lot of this can come from the private sector and I have not exactly answered your PDP question, but I am really not an expert on the PDP question, but I really think the framework has to come first and the vision and the clarity and the confidence.

*Q3: I have two comments, firstly I would to thank you very much for demonstrating conclusively that mobility is not just about infrastructure and I think you have proved that point very well. Two comments; one, in your urban mobility package and your reinforcing the EU support the words public transport, public rail transport was clearly missing, I would like you to explain why that was not in your lecture, your key points? Secondly and a bit more complex is that most of us here in METREX are involved in special planning one way or the other and part of our agenda is analysing how special planning influences the city and city regional structures, now mobility the way I interpret it, is to do with the economic success of cities and city regions and like in Helsinki for example many other cities and city regions in Europe like it, you have a compact city, fairly dense with maybe a high quality of public transport, set yes a region that is nominated by the car and [inaudible: 28:05] and parts of our aim is to bridge that gap using mobility and primarily a mobility structure for public rail infrastructure creating development corridors that create the critical mass or the rail transport to be built. This is really important because my theory is that there are certain key city, city regions in the world like say Amsterdam, Stockholm, Singapore, Hong Kong who have a very compact mobility strategy that makes them highly economic compared with and very successful, have you any research evidence to support this?*

**Mark MAJOR:** On the first thing, I our work from the commission we do not really focus on any particular mode so we are not really focusing on walking or cycling or public transport. I mean I did have a sign that said clearly about an

alternative future for mobility based on public transport, walking and cycling and that it is a little bit what we say in the White Paper, I mean it is a local choices for you to decide whether you are going to go for public transport, you are going to go for alternative fuelled cars, I mean these then start coming down to a level of [inaudible: 29:42] which is not appropriate for us to speak about, so we do not tend to focus on any particular mode. Now I can agree with a lot of what you said in the second part, but you characterised it about it being about mobility, I think it is about access, I think it is wrong to think about mobility because what people want is access to the locations or experiencing or information or products...

*It is mobility, it creates the opportunity for access, without the mobility infrastructure you will reduce the opportunity for access, you have to have the mobility first based on public rail transport, before you can get accessibility.*

No, I would disagree and it is one of the discussions that has taken place at UN level they talk about sustaining mobility and one of the discussions is, is you have a right to mobility, to have a right to access. I really firmly believe that it is access because you already start thinking in the wrong place if you think about mobility, we had a question earlier on about aging population, one of the big trends we see now is in healthcare is people being delivered health service in their own home so you know, maybe they are able to do procedures themselves, they deliver the equipment or the bandages regular and they are able to then be treated by a Nurse or they do it themselves at their home. What they need is access to those healthcare services they do not have to have mobility, they do not want to go to hospital or to the Doctors, if there is another way of providing that service, you know, if I want to read a book there is many options now, I can go down town, I can drive down town and buy it in a book shop, I could cycle down town and buy it in a book shop, I could order it online, I could get it today from someone else, I could buy it on my computer for my Kindle so what I want is access to the information and I think you need to start thinking about access, but this is one of the solutions and I think it is important, I know it is a demanding mobility, I do not think any of you travelled here today because you wanted to go on a plane or because you fancied a long train ride to Brussels, you wanted to listen to different people, you wanted to meet people and learn something I guess, to meet people, so I think it is really important to think about access and not mobility. There was the last comment, you asked specifically about the academic



analysis to say that these cities are successful because of their density and I am not an academic and I am sure there is academic work in that area, but I am not able to say that we can definitely see, also because of the cities in Europe we tend to not focus too much on our work on these very big Met cities like Singapore or Hong Kong, we tend to be focusing on the medium or small cities like we have many within Europe, I am not being negative but I am sure there is academic work in that area, but I am sure you are right that a lot of the success is to do with the mobility system which gave high level of access.

*Q4: Can I just come to something that I know is important for METREX, I mean EU transport policy also works for the single transport market and also the long distance connections and that is very relevant to the Metropolitan areas because they are important parts, but transport hubs and sustainable transport need two different challenges, there is the connections to the rest of Europe and connections within the Metropolitan area itself, so how can EU policy align those two challenges specifically with sustainability goals?*

**Mark MAJOR:** It is a very good question and it is a very good time to ask me these questions, of course you have had the Trans-European Network policy quite a number of years that has been largely dealing with those kind of across the board re-interconnections that were missing in Europe and that has developed and that is happening, but one of the things that we have changed and I am happy about this is, in the new Trans-European Network Transport Rules is that we recognise now explicitly in the text the role of urban nodes, so actually there is no point in just connecting faced together if it does not work [coughing: 02:04] right, so you know, if you travel from Brussels to Paris by train or by car you are crossing the north of Europe on these fantastically new high speed safe efficient systems and then you arrive in Paris and you are completely stuck and so this does not really make any sense because actually you are often not just going to Paris, you might be going to Bordeaux or making a connection to somewhere else, so we now recognise the role of these urban nodes, the Trans-European Network, the connecting European facility now allows funding for connections to the local destination or to the next link in the chain and actually the new Trans-European Network Call which was published just a couple of weeks ago is the first

call for funding which will allow urban nodes to be funded to create some of these links and again I am not just thinking about infrastructure, these links could be information, it could be other services if you are connecting from Gare du Nord in Paris to Gare du Nord then maybe there is a guided way through or there is a baggage service or something, it does not have to be just infrastructure. There is actually an information day tomorrow afternoon, on Friday about this report so it is something that was missing in this kind of approach and we have now opened the opportunity, it is going to be very interesting to see what kind of urban known projects we get and if people start, but if you think some of the port cities as well if you think of a city like Hamburg there is through traffic from the port, the role of the port in the economic life so it is a very important part so it made sense, you know, we funded the motorways and we funded the port, okay this is now a problem within the urban area because of that so I think it is a really interesting area and we are probably very keen to see what kind of projects we get submitted.



## New concepts for Metropolitan Mobility

### Gerry MULLIGAN

Head of the Representation of Northern Ireland to the EU

I am the introduction to the video. Well look, right away I am a substitute for which I apologise. I just want to say a few introductory words about Wrightbus and even though I am a Government Official I feel I can speak on behalf of commercial concern. Firstly because it does not really have any major competitor in Northern Ireland, secondly I have and it is a declaration of interest, no commercial shares in Wrightbus whatsoever, so I can speak objectively about this company.

It is a company we are very proud of, not least because of the contribution it makes to Northern Ireland economy and you will see how it has got on since its origins in the 1940s, but also because it is a fine example of the innovation that we are very proud of in Northern Ireland, so much so that Northern Ireland was awarded by the Commission and Committee of the Regions European Innovation Region for 2015 along Catalonia and Lisbon, I just thought I would get that plug in, so it is a very good example of the sort of innovation coming out of Northern Ireland at the moment.

In fact it also is an example of the collaboration between our space industry and our surface transport engineering industry. Particularly in the development of composite materials and you will see shortly how composites have been a crucial element in the design of what we now call the Wrightbus. So this is not the Wrightbus, this is the iconic image of London and while it was the iconic image of London, Boris Johnson the Mayor decided quite rightly that it was not an environmentally friendly bus and needed to be replaced. So about five years ago Boris issued a challenge to a number of companies to design a new bus at which would be much more environmentally friendly and green, but would retain the characteristic of the London Routemaster, so that was the challenge and fortunately for us and for the Northern Ireland economy Wrightbus was successful in winning that particular competition.

The Wrightbus factory is just outside Ballymena, it employs over 2000 people and they set about meeting the very stringent environmental requirements and also the aesthetic requirements as well and we think that

aesthetically it did come up with something that really did retain the character of the Routemaster, but as you will see in a second and I think this is probably one of the most critical slides, the environmental performance go some way towards, and I take Mark's point, that technology is not the solution, but I think technology will go some way towards the solution. So have a look at some of the performance parameters here; 40% more fuel efficient, 40% less nitrogen dioxide and nitrogen oxide and 33% less particulates. Now that I would suggest is a very, very impressive performance and met the criteria set by the Mayor. A little bit more detail, if you look at a conventional diesel bus, these are the emission figures, I will not go through them in detail, but if that compares to a hybrid bus that runs on both electric and diesel, you can see that the improved performance, significantly improved performance in relation to both fuel consumption and emissions. If you look at the Wrightbus, further improvements yet again, so Wrightbus really has contributed significantly in terms of these environmental criteria set by the London Lord Mayor.

Just something very quickly about Wrightbus, I said it has its origins back in 1946 when Robert Wright an engineer started work really in a garage creating what was then a grocery van so it really had very humble beginnings, this developed into something slightly more ambitious, the agricultural sector catering for cattle then somewhat of an innovation a tipping point in the 1950s and then the Wrightbus firm began to move into providing buses to Michelin which has been making cars in Northern Ireland for quite some time, then onto the public service vehicle market and then more recently some of its more luxurious models.

Now this is where I think, had we the Marketing Director of Wrightbus here he would have been able to tell you slightly more about this. You can see the progression of the design and engineering that lies behind the development of the Wrightbus in terms of these vehicles. I will just go on now to again the Wrightbus which has now almost replaced all of the fleet in London, but it is not just in London that Wrightbus has been successful, it is also in Hong Kong, Wrightbus have been very successful in selling to that market, in Singapore you also find Wrightbus.

The new street light is another example of diversification which is going into smaller buses, but again using the hybrid principle of combining and managing the twin drives of electric and diesel. It is also now beginning to



develop the longer, what we call the bendy bus or the extended bus, in Las Vegas, Nevada. That is not actually Las Vegas, Nevada that is if you are interested the old pump house where the Titanic was designed and you can see the Titanic dried up just behind the bus, but just to prove that it did go to Las Vegas that is the bus in Las Vegas.

So for the future and I heard reference to some of the areas of innovation research, clearly batteries that their storage capacity, their ease of charging will be an important element for the future development of this particular industry. I will leave it at that, hopefully it has answered two questions, one that technology does contribute to the solution and I think also that the air quality standards that were set by London, we have helped London towards meeting its air quality standards. With that I will now introduce the video and I think the video will sum up quite a lot of what I have said.

I would say by way conclusion that the one thing that has driven Wrightbus that we are very conscious of is research and innovation and they have recently opened up, with government assistance, totally compliant with stated rules I have to say, a major Research and Development Centre close to its manufacturing plant and it will be concentrating on as I say, battery technology, charging technology I heard mentioned earlier on, particularly charging in motion and the use of solar panels at passenger terminals, so they really are very, very innovative and I hope at some stage in the not too distant future to report on some of the progress they are making. Thank you very much for your attention.



## Paris Île-de-France Region after the peak car

**Dany NGUYEN-LUONG**

Transport Expert – Institute for Urban Planning and Development of Paris Île-de-France Region

**1-6** Thank you for the invitation so there are seven slides, Paris is the first region after the peak car so most cities around the world are at various stages of a revolutionary mobility process, each stage is characterised by car ownership rate, car used, delivery of car use and also the role of sustainable transport modes. So this chart shows you the concept of the three sequential or stages cycle on the axis, take X there is a time development cycle and on the Y, the number of cars.

So for stage one traffic growth policies at that stage one there is an important growth of car use, very important investment in road building and lack of investment in public transport, street spaces are given to cars, most Asian cities are at that stage and modern development cities. Stage two the traffic litigation policies, at that stage problems arising from car users begin to be apparent, so pollution, noise, traffic accidents, CO2 emissions, so at that stage policies try to encourage motor shift from private car to rail based solutions. At that stage generally there is an inflection point for motor shift. Stage three, so the stage of liveable cities policies, so at that stage urban growth leads to desire for better urban quality of life, so there is a relocation of urban space, of street space to buses, lightweight, policies tried to encourage motor shift from carbon car to cleaner mode, for pedestrians, cycling, there are also in some cases demolishing of highways which were built at stage one and so there is a decoupling of between economy growth and traffic car growth despite higher income in the population.

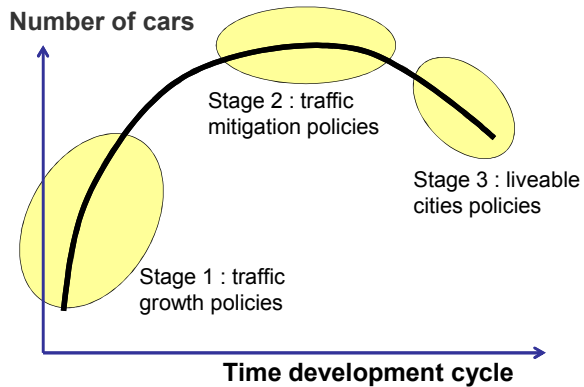
So what would be the stage four, it would be the motor of Masdar city and maybe you have heard about Masdar city in Abu Dhabi it is a zero emission city, totally sustainable city with no car. This chart shows you the car motor share over time for three cities, Italy is the region so the Greater London, Paris Region, Ile-de-France Region and the Greater Vienna and you can see that the evolution of car share, car motor share have the same petrol for the three cities, there is a growth of the car share then levelling off then followed by a subsequent the

decline, for Paris region in 1976 it was 33%, then in 2000 it was 44% and then it dropped to 37%. So overall the damage of inflection point between the end of the 1990s to the end of the 2000s and we observed the same evolution for the car ownership rate that means the number of cars for 1000 inhabitants for the three cities and it seems there is a peak at around 2000 for the car ownership rate. So there is a new context of reduction of car use. In the Paris Region there is this huge project probably you have heard about the Grand Paris Express it is a project of four new metro lines all around Paris in the suburb, from suburb to suburb. By 2030 there will be 200 kilometres of metro lines with 72 new stations and this new network will link several economy clusters with two airports and three TGV stations. It aims to favour the motor shift from car to this new network and also simultaneously to create, to double up the economic of the chemist region, it will create directly 130,000 jobs, but you can see that the cost is very high; 22 million euros so its realisation is uncertain let's say.

The last line; to deal with this new contextual for car reduction there are cheaper solutions, lighter solutions and a huge project of Grand Paris Express, so you can see here on the pictures different measures alternative to the private car so light way, car pulling, car sharing, park and ride platforms located on the very urban areas, DRT Demand Responsive Transport, Transport a la Demande in French, bicycles and in conclusion so the context is in Paris region clearly a reduction of car use, but the global demand for mobility remains constant. What is the new paragon in the near future? So thanks to new technologies, internet, mobile services there should be an impact of these technologies on travel behaviour. We do not know yet for example the impact of 3D printing on the traffic especially on the urban freight traffic, urban logistics, but everyone knows already the impact of e-shopping, e-commuting, e-business, e-learning, e-health, e-learning for example with the massive crosses, we do not know where today the impact in the future of this technology, my conclusion is that for the future of mobility let's remain modest. Thank you for your attention.

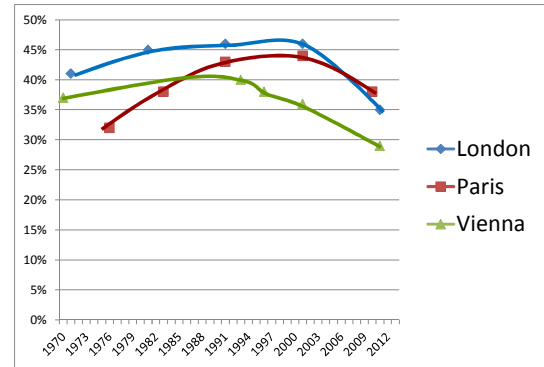


## Concept of the three stages-cycle



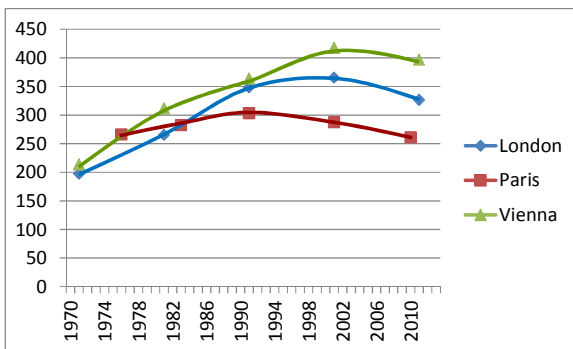
IAU 8 october 2014 Dany Nguyen-Luong 1

## Car modal share



Source : Household Travel Surveys IAU 8 october 2014 Dany Nguyen-Luong 2

## Car ownership (nb cars for 1000 inhab.)



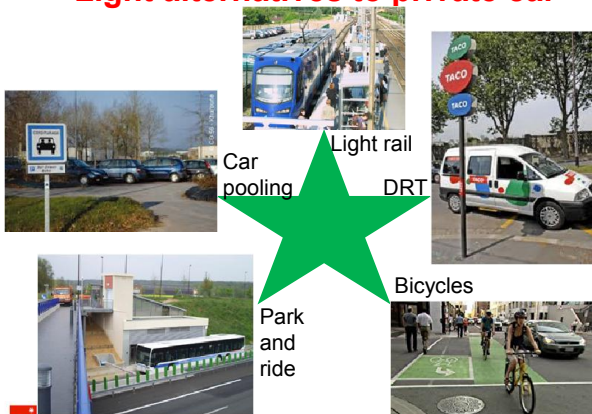
Source : National Census IAU 8 october 2014 Dany Nguyen-Luong 3

## Four new metro lines around Paris



IAU 8 october 2014 Dany Nguyen-Luong 4

## Light alternatives to private car



IAU 8 october 2014 Dany Nguyen-Luong 5

## A new paradigm in mobility

### Impact of new technologies on mobility



IAU 8 october 2014 Dany Nguyen-Luong 6



## New concepts for Metropolitan Mobility - Stuttgart Region's approach



**Thomas KIWITT,**  
Managing Technical Director, Stuttgart Region

**1-6** Thank you Ladies and gentleman and young colleagues thank you very much for the opportunity to give you a few ideas on what we are doing in Stuttgart Region. For a start a few results and understanding. Stuttgart Region is populated with 2.7 million inhabitants that is a quarter of the population of land of Baden-Württemberg which in the Embassy we are today. We are contributing to 30% of the GDP of the land of Baden-Württemberg. 40% are coming from the industry that means especially the outer motive industry does contribute to 40% of the turnover and one third of the jobs, that means we have always been considered the cradle of the car, we still are in Porsche Daimler and Bosch are still very present in the region and very important for our economy.

Mobility is what the world makes go round, it is a significant part of the region's economic structure, it contributes directly to prosperity, it contributes to accessibility that means it is important for making the region function as a region, it is an important link between the region and international partners, it contributes to connectivity and in general it is important for the overall quality of life throughout the region.

This is only true if the roads are not gridlocked and that is one of our problems because we have an average utilisation of the arterial roads bigger than 85% within 24 hours, that means we are far beyond capacity during the rush hour and even during the daytime. This is a growing challenge for commuters and businesses and the worst of this is that there is no solution

foreseeable waiting for new streets is just not an option for the sustainable future. This is also true if fuel is available and if petrol is affordable, that means looking at the energy consumption by sources, one third comes from transportation and that is also why transportation contributes significantly to our greenhouse gas emissions. So we expect growing prices and we are threatened by reduced accessibility so alternatives are very important, we need new forms of sustainable mobility.

The question is, where do we start to tackle with this task? The local level is in Stuttgart Region coined by 179 principalities so Mr Mayor the local level is just not an option if you are looking on as a sustainable mobility system, that is even more true if you have in mind that 74% of commuters are not working in a town of residence, it means they have to cross at least one of those municipality borders. Even the county level; we have five counties in Stuttgart Region plus the capital of Stuttgart itself, they contribute to the accessibility from the Hinterland to the region centre, but even then less than 50% of the public transport rides have a start and end point within the same county, so that is even not a sufficient level for sustainable solutions. We have more than 98% of the public transport rides within this parameter, we have in Stuttgart Region the capacity for planning and for operation and infrastructure and we have as the Regional Parliament capacity for political decision making and for legally binding regulations there.



## New concepts for Metropolitan Mobility

### Stuttgart Region's approach



Thomas Kiwitt  
Managing Director



### Stuttgart Region: Baden-Württemberg's Power house



- Pop. 2.69 m  
from over 170 countries  
25% of Baden-Württemberg
- GDP 103 Bill. €  
30 % of Baden Württemberg
- 40% thereof from industry
- Automotive industry:  
40% of turnover  
33% of jobs



### Mobility makes the world go round...



- ...as significant part of the region's economic structure – "prosperity";
- ...as important element of regional functionality – "accessibility";
- ...as link between the region and (inter-)national partners - "connectivity"
- ...as contribution to quality of life



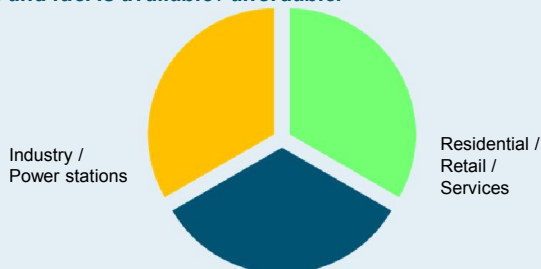
### ... if roads are not gridlocked...



- Average utilization of artery road > 85% / 24 h
- Growing challenge for commuters / business
- Infrastructural solution ("new roads") not foreseeable



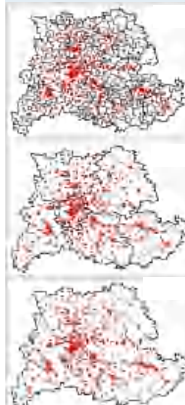
### ... and fuel is available / affordable.



- Energy consumption by source: 1/3 from Transport
- Transport contributes significant to GHG-Emissions
- Growing prices – reduced accessibility



### Where to tackle the problem?



#### Local level

- 179 municipalities
- 75% not working in town of residence

#### County level

- 5 counties + Stuttgart city
- center – hinterland connection challenging
- less than 50% of public transport rides start / end in same county

#### Region

- 98%+ public transport starts / ends within perimeter
- Capacity for planning, operation
- Political decision making





**7-12** So that is the level for sustainable solutions and I want to show you a few samples of those set of instruments. First of all we provide the key infrastructure for sustainable mobility with first of all the S-ban we operate roughly 260 kilometres of tracks and transporting 340,000 passengers every day on this important system. We are working on the extension of the network, Stuttgart 21 was already mentioned here, we are also contributing with busses to more mobility on the public sector. We provide park and ride facilities for commuters, we provide bike lanes so the infrastructure part is very keen for a successful provision of mobility, but it is even equally important to make the best out of what you have got on infrastructure. So we made an infrastructure the back bone for all further development, that means we have a transport orientated development planning based on a regional binding, regional plan that makes sure that we have short distances between residual and working areas, residual and retail areas, but also between recreation and the place where people are living. So we are keen to keep distances short within the region.

With the instrument of the regional plan we also make sure that we have corridors available for future extension of the important infrastructure, but it is the effort this afternoon, it is not only steel and concrete we have to think about know-how and non-infrastructure measures because the budget is short. So we provide information and communication technology, traffic management for commuters, we provide regional database and models that make perspective what we have to expect in this important sector, we are working on a strategic transportation plan with climate improving and public hearings, we have a joint carrier even for bigger metropolitan area with a total of 5.2 million inhabitants. We have online information for compiled bike and train travelling, and so we want to make the best of what we have, what infrastructure is available, to make the use most efficient. But besides these basics, we are already investing now 7.5 million euros every year on a regional level. The land ships in the same amount, so that sums up to a total of 30 million euros within five years for sustainable solutions. This is real money for new ideas, and I will show you some examples, what we have cooking up so far. That's where the good pictures are coming from.

So first of all, we are thinking beyond the combustion engine. That means we are supporting research and development activities, even with regional money, and we are working on a fuel save card, together with another

company. We are supporting e-cars and the infrastructure to charge these e-cars in a public space. That means we are bringing e-cars on the road.

Second, we are making e-bikes available. That means we support the facilities to rent bikes, and we also support the (inaudible 0:01:20) the bikes themselves. We're introducing new forms of mobility. That means we support car share activities and company computer concepts to show companies, or to bring companies in a position to support computers as the most sustainable mode of transport to come to work. And we are trying to link change - we want to make it convenient to change from train to bike to bus, or the other way round, so we provide an attractive and an alternative for your route.

So in a nutshell, what can we learn from our procedure? The metropolitan level is durable for the support of sustainable development, and it's especially true for sustainable mobility. The reach is in charge for the co-ordination, but however, it's very important that you have a vertical co-operation. That means you have to take the municipalities, you have to take the counties, and even the regions as your strategy. But this strategy is very important. It's crucial for your success that you know where you want to go, and that you have the right instruments, planning instruments, but also infrastructural funding resources at hand.

Also very important is that you have strong political support, and that a sufficient amount of money is available for introducing new ideas. Sustainable mobility is not for free. And of course, speaking at a METREX conference, it's also very important to have partners that can force through innovation in a vital dialogue in this congress. Thank you very much.



## Infrastructure

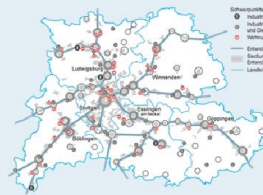


- Operation of Regional railway system  
267 km Tracks / 77 Stations - 340.000 PAX/ d - 101,7 Mio. / annual.
- Extension of railway network and services
- P & R facilities for commuters
- Bike lanes (recreation)

➡ Providing important elements of infrastructure



## Development

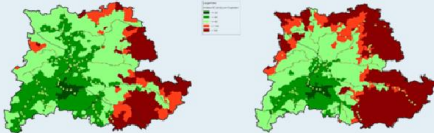


- Transport oriented development  
Residential / retail areas with access to regional trains  
Proximity commercial / residential areas and recreation / residential areas
- Corridors for future railway development

➡ Using public transport as "backbone" for spatial development



## Know-how and non-infrastructurel measures



- I & C technology / Traffic management
  - Regional transportation database and model
  - Strategic transportation plan – with climate proofing, public hearing (ongoing)
  - Joint tariff for greater metropolitan area
  - Online information for combined bike / train – travelling
- ➡ increasing capacity / efficiency of transport infrastructure



## Funding for Innovation pilot projects with regional support



- ➡ Beyond combustion engine:  
E-Cars and charging infrastructure  
+ ongoing support for F-cell R&D activities



## Examples for Innovation



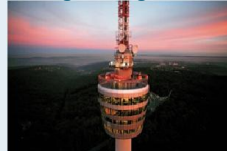
➡ Introducing new forms of mobility: Car-sharing and company commuter concepts



➡ Linking chains: Convenient change from train - to bike - to bus



## Stuttgart Region - what can be learned?



- Metropolitan level suitable for the support of sustainable development.
- Vertical co-operation between different administrative levels important.
- Overall strategy crucial
- Political support and sufficient funding necessary
- (International) dialogue with partners can foster innovation

[www.region-stuttgart.org](http://www.region-stuttgart.org)





## Supporting mobility Development of bikepaths in Warsaw Metropolitan Area



**Miroslaw GROCHOWSKI,**  
Mazovian Office Of Regional Planning

**1-6** Thank you. I'm the last one. I don't know why it always happens to me. Usually, the moderators say, 'You are the last one, so will you please squeeze what you have to say into three to five minutes'! They didn't say anything like this here, so thank you! Okay. I'm going to talk about mobility, which means that I'm going to talk about evolution of approaches, perception, needs, priorities, etc., using the example of Warsaw Metropolitan Area. What you see on this map, this is the region of Mazovia, which is pretty big in terms of population and area, but what is important and why I show you this map, is that you have, marked with a red line, the border of Warsaw Metropolitan Area, and it coincides partly with the border of the region. On the other side, we have another region, Łódź region with the city of Łódź and these two regions, now, they are working on a common strategy for a macro region of central Poland. So now you can sleep still relaxed, but be aware that the strategy will be launched on October 20th, and starting from that, this region will start to work to get stronger and stronger, and it's really competitive.

Here we have the Warsaw Metropolitan Area, which is densely populated and urbanised, and what you have on the right side of this line is the transportation system. The model of spatial development used to be that all the investment would be located along the railways. Now the situation is changing because the new developments are entering into these empty spaces in between, so it's more densely urbanised, in terms of the developments of different types. I'm going to raise some issues

during this presentation, and I'm going to ask some questions. I'm not going to answer them, and you'll see why at the end of my presentation.

From the point of view of mobility, I think that when we talk about metropolitan areas, the important thing is that the core is always doing okay. The surrounding areas are benefiting, are being used for the core, for the central city. The problem is, usually, with what we have in peripheral areas, and the question is, can mobility help somehow to field this problem, that some people are too far? It's like a question that someone raised before - accessibility or mobility? In some cases I think that mobility is not the key, in some cases yes. The second issue from this slide that should be mentioned is that (sanctions 0:07:06) are not evenly distributed, and that's an objective fact that has to be admitted, and especially when we usually talk about metropolitan areas, we talk about something which seems to be homogenous, and of course it's not, and metropolitan (sanctions 0:07:22) will not be located everywhere. In some places they will never appear because that's how the system works. They will be concentrated.

Then another thing is polycentricity, and that's another issue, because we talk a lot about polycentral development of metropolitan areas, and sometimes if there is a better mobility transportation system, better developed connections, etc., it could work. It won't work, because if we don't have this absorption capacity developed in the smaller cities, they will never be attractive. I mean, the centre, the core, the centre city may be really very friendly and will do everything to support this polycentricity, but if there are no partners then we are in trouble. I want to show you how it's being addressed in our region. That's the first document, planning document, is the strategy, and the strategy probably presents the most comprehensive approach to mobility. Also in the strategy, you will find information about co-operation with Warsaw, with the central city.





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## Supporting mobility Development of bikepaths in Warsaw Metropolitan Area

Urban Mobility in Metropolitan Regions and Areas

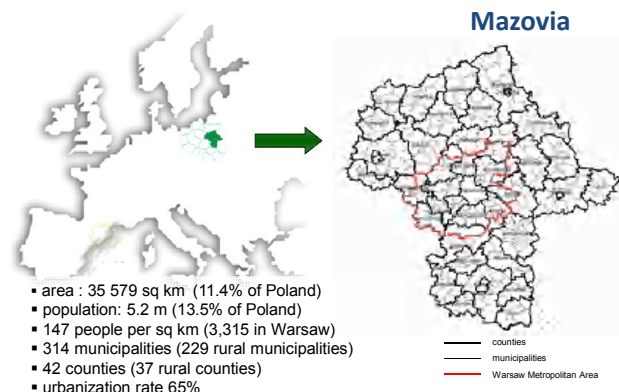
METREX Brussels Autumn Conference and GA, 6/8 October 2014



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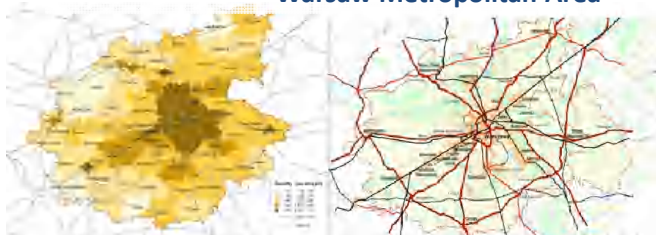
## Mazovia



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## Warsaw Metropolitan Area



- Population : 2.9 m (55%)
- Area: 6,204 sq km
- 478 persons per sq km
- 82.2% urbanization rate
- Warsaw + 72 municipalities



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## Challenges

- o Different paths and pace of development processes:
    - o dynamic metropolitan center
    - o surrounding areas
    - o peripheral areas
  - o Distribution of functions - forced mobility
  - o Metropolitan functions *versus* forms of spatial arrangements – spatial planning at the local level
  - o Metropolitan governance – lack of formal metropolitan structures
  - o Territorial cohesion and diffusion of development incentives – absorption capacity
- Better accessibility needed – increasing pressure on new investments and managerial solutions → integration and coordination



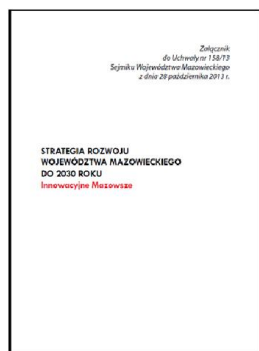
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## Planning and management intervention

### The Regional Development Strategy of Mazovia

- The use of environment-friendly modes of transport is to be encouraged through developing sustainable multimodal passenger transport (including bike&ride facilities) and increasing the level of road safety (construction of bikepaths)



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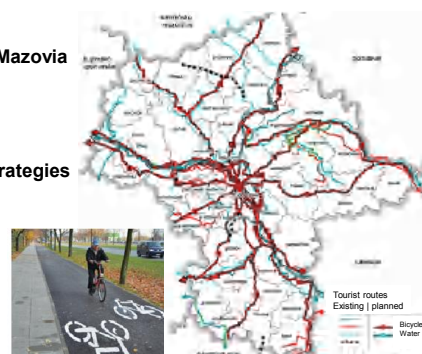
## Planning and management intervention

### The Regional Spatial Development Plan of Mazovia

- Bikepaths for tourists
- Local transportation

### Local governments strategies and plans

- Supplementary mean of transportation
- Recreation - attractiveness





**7-14** Then we have regional spatial development plans. The approach is a little different, emphasis is put on natural assets and resources, on tourism and adaptation of roads for bikers, those who live in the countryside so they have to use bikes every day. Then we have the Warsaw Metropolitan Areas spatial development plan, and this is probably the best when we look at this problem from the perspective of how it should be managed, because the issue of co-operation is discussed here and some suggestions, or some recommendations, are also made, besides. In this plan we have the issue of very urban areas also addressed, which is very important. And then we have strategy of Warsaw development, new transportation ideas and solutions. It's relatively easy - Warsaw maybe is not a complex city, but it's relatively easy to deal with bike paths and infrastructure for bikers. So we have these four documents, the main strategic documents. We have also local documents - I have mentioned them because I want to say that in these documents, you will find different perspectives, different justifications, different goals and expectations, but if you put them together, then you see that step by step you can build something of a new quality.

If you want more details about the documents later, the author or creator of all of them, Thomas Slawinski, is sitting in this room with us, so he will know all the details. What happens when we look I mean at (inaudible 0:10:41)? The first one is Metropolitan ticket. I'm mentioning it because it's important for bike riders. If you ride a bike, you can change buses, trams, etc., carrying your bike with you all the time, but that's the only tangible result of co-operation, which I think is disgusting, because every year we have a discussion about this ticket, about how much, municipalities, they have to contribute, there is no mechanisms there are no negotiations, Warsaw has superior position, so I don't want to say it doesn't make sense, but the fact is that this ticket is because of inhabitants from the metropolitan area. And what I want to say, and that's the main message from my presentation, that I think when we talk about mobility, something that might be labelled social change is the most important. The people they see, you know, that... new solutions, they work. They have different preferences. They see a car as a damage-doer, as sometimes they say it. It's not like it used to be before... I mean, I'm not saying that our cities are preferred for bikers. It's still dangerous for your health or life, riding a bike in Warsaw, because the crashes - I mean, the culture of co-operation, from drivers and bike riders - no.

On both sides, they are ready to show that they are superior!

But, we have very openly, we have this popular attractive alternatives, so people use it, and the picture you see on the right side - this is a picture that is probably the best illustration of this social change. Every last Friday of every month, we have in Warsaw something that is called critical mass. And fifteen years ago critical mass was illegal, I may say, because it was the riding initiative. People were riding their bikes, the whole city was paralysed, because they were cruising back and forth sometimes, on the main intersection, around in a circle, and police could do nothing. Now, this is every year, the city is publishing a report about bypasses, about transportation, about new plans, etc., etc. It's legal, it's protected by police, if the weather is good you may find people, like 12,000 people riding bikes. They inform in advance where they are going to ride, so you are not blocked in your car or bus. So I think this is new. The next thing that I want to address is that if we have this different initiative, and if we have the increasing popularity of park and ride, we also have something like a bike and ride system.

So how can we organise and support these issues? And here we have ITI. This ITI turned out to be, in our case, a very useful instrument, because Warsaw decided to be part of this ITI, involved 37 surrounding municipalities, and one of the goals of this ITI was this multi-modern transportation system, because of all these reasons they released it over here. There are 60 million euros for this bike system around Warsaw.

This is Warsaw metropolitan area, and on the other map, you see the functional urban area, because we are supposed in Warsaw to delineate, according to regulations imposed by the ministry of regional development, functional urban areas. If you look at this, you see that most of the Warsaw metropolitan area is being searched by this not this I'm sorry, as a part of this Warsaw functional area. So the point is that discussing bikes, discussing bike paths, discussing transportation problems, discussing how we can become more efficient and how we can do Warsaw plus surrounding areas more attractive, not only for tourists but also for inhabitants, we are at the stage when we are rediscovering (inaudible 0:15:33), when we are rescaling companies' priorities, etc. I also think that this ITI is a very good instrument to test some solutions. It's also something to test the capacity of municipalities to operate, and I don't want to go too far, but I think that in our case



when there was no discussion about metropolitan governors - I mean, in our case, in Warsaw's case - when the discussion about metropolitan governors is going very slowly, it seems that no-one is really interested. Exercises like this might be very helpful, because people start to talk, they start to, you know, communicate. They know more about each other. So I think that this is very valuable, and maybe people will be talking about ITI and bike paths as something that gave incentives for metropolitan governance in our case. Thank you.

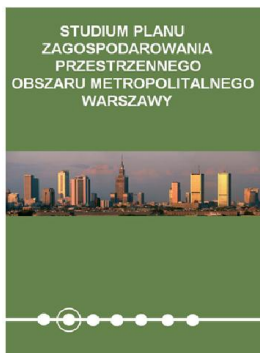




## Planning and management intervention

### • The Warsaw Metropolitan Area Spatial Development Plan

- environmental justification; bikepaths and space for pedestrians – car-free zones
- cooperation between municipalities and the region to coordinate planning activities and to conform to sustainable development rules



## Planning and management intervention

### Strategy of Warsaw Development 2020

Goal: development of sustainable modes of transportation.

Veturilo bike rental system - from the downtown area to peripheral districts and surrounding municipalities



## Planning and management intervention

### Metropolitan ticket

- city buses, trains and trams; regional trains and suburban buses
- Bicycles can be transported free of charge when traveling
- Legal base: agreements between municipalities and the Warsaw Transport Authority



## Changing demand for transportation services:

- Car – damage doer in the city
- Popular, attractive and trendy alternative: scooter, roller blades, bicycle, autovelo
- New phenomenon: **bike is ok**
- Increasing popularity of P&R system
- 2nd metro line completed
- Friendly city for pedestrians
- From transportation system development to individual mobility support
- „Critical mass”



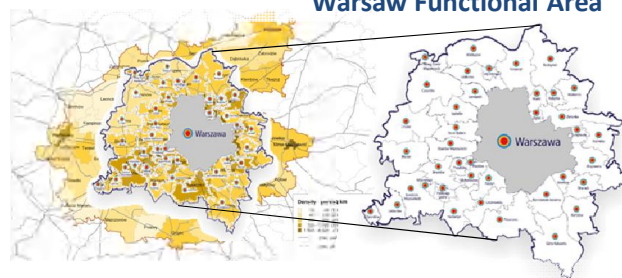
## Integrated Territorial Investments

### ITI - new tool to implement territorial development strategies

- Delineation of the Warsaw Functional Area
- Warsaw and 37 surrounding municipalities
- Goals → to strengthen multimodal transportation system, to lower pollution and noise, to increase safety, to connect municipalities and Warsaw via bikepaths, „to open” metropolitan area
- Construction and upgrading of 480 km of bikepaths
- 60 million Euro (80% EU funds)



## Warsaw Functional Area



## Integrated Territorial Investments (ITI)



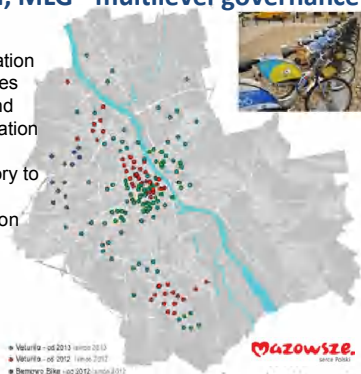


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## Mobility, ITI, MLG - multilevel governance

- re discovering life without car
- re-discovering public transportation
- individual needs and preferences
- investments in infrastructure and organization of public transportation – coordination
- ITI – starting point and laboratory to test capacity to cooperate
- contribution to territorial cohesion
- increase of supply of assets, goods, services, resources *via* better accessibility



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Mazowsze



## QUESTIONS & DISCUSSION?

**Q1:** *Thank you very much, it was very interesting and very inspiring to see which direction this goes, and I think you be certainly a leading party in the Paris Region in Europe to show the way. My question would be what change do you do and how much do you accompany with this mobility analysis and plans with urban planning because it also goes together with the functional aspects of the region. What do you do with these two aspects?*

**Dany NGUYEN-LUONG:** Globally you know that we have a master plan, original master plan for Paris Region to [inaudible: 22:32] in 2030 which takes into account both transportation projects and [s.l. land use: 22:44] so globally these two topics are integrated and locally also, for example I have the example of the extension of line eleven of the subway, the metro in Paris, there is a consultation stage to integrate projects, the projects the extension of the line with urban projects all along the line so both are quite integrated.

**Q2:** *I see is that there is a kind of movement which, it's a different story for Russia, and Stuttgart you know. It's this kind of saying in Paris towards the new society, it's called the E society, and he also mentioned it, it's more about access than mobility, and these individual needs you mentioned in connection to bikes and then go on this metropolitan like take your bike on the Metro, etc. So I see one movement towards a new kind of society, a new kind of mobility. So am I right, question mark?*

**Mirosław GROCHOWSKI:** I don't want to say that Poland is exceptional and Poles are exceptional, but in this case, I have to say that it's very difficult to compare... I mean, the transformation was to economy, and, I mean, we know how to build fast based budgets, for example, but when it comes to corporation management, this kind of thing, when you have to have interpersonal skills and have to trust people, etc., it takes a little more time. So what I'm saying is that for me, it's a very optimistic sign of social, that people feel they own their city, they have been part of local governance, they can articulate their needs, they can advocate their needs, they can push them, I mean, the local government people, to treat them seriously. Twelve years ago, the deputy mayor of Warsaw, when she was asked what they are going to do for bicycle riders, she said, 'Bicycle riders? If you want to ride a bike, you should move to the countryside.' Warsaw

(laughing 0:18:42), I am not making it up. And she was not even fired! And there, you see, it was twelve years, eleven years ago, and now we have your 2014 I really regret I didn't take this report because you could see the difference.

**Q3:** *Just to actually ask that question, to come back, I think it was something you emphasised Mark, was the issue, you were talking about what the EU support would do, but then you were talking about what member states would have to do in order to enable metropolitan areas to do their bit in the whole area of sustainable mobility. Is there anything you want to add on this? I mean, is this kind of the relationships down the chain? How best can everybody support each other?*

**Mark MAJOR:** I think we have some really fantastic examples of great urban mobility in Europe, some really great examples, but there's just a few cities that are really in an advanced place. So what you seem to see is that if anywhere in a city gets some specific problems like chronic congestion or the legal problems....it's when it gets to a problem that they really start to... Sometimes you get a visionary leader who says, 'Let's do this,' but normally there's some circumstances, so I think for us to have a real future for sustainable mobility in Europe, we need all cities to start thinking about what a sustainable mobility culture is and how to get there in the long term. You can't deliver it overnight. And I think this has to be the role I mean the committee has some contact with the cities through some of our project work, but we can't reach out to every single city in a region, you know, that's not our job. So we really need the member states to take us more seriously, and think about providing a framework for action at the local level, and that could be a whole range of things. It could be laws, it could be training, it could be financing, it could be capacity building. I mean, one of the interesting cases, and we saw in our preparation (inaudible 0:21:04) that the member states that do have some kind of national framework, they do better. France famously has a law, or had a law, for suspending the level of local planning, but they also have a competence centre which has been studying these plans, and supporting cities' development plans, and tracking the programmes of the plans, and this has created a whole culture of sustainable urban planning in France, and far more cities in France have done a plan voluntarily than were required to do by the law. So you see, different national things are necessary and I think we've heard in both



presentations that even big cities, or powerful regions, they need some other elements from the planning system, or from the law, or from the politics, or from the financing... They can't do it alone, and that's why to turn this around, we need action at all levels.

*Q4: Thomas, we were talking about this social change, and to me it's something that perhaps is not really the main point in this discussion, but it is - the civil society element is very key. There's this ownership of cities... I mean, in terms of citizens using, I mean buying into the whole system of urban mobility, what do we need to do to get them onboard? How crucial is their role? Do metropolitan areas in general take enough of that into account, in terms of getting that by and getting that use and changing habits and behaviour?*

**Thomas KIWITT:** I think we have to stay on that track we want to underline the financial part. I think nations, member states, our real challenge is supporting the infrastructure in metropolitan areas. I think the Stuttgart region can be proof that the metropolitan area is the right level to tackle this problem. We will come back what my worry is that we have a car availability of close to 100% of the population. Everyone in Stuttgart region has access to a car. They don't necessarily own it, but have access to it. And that means public transport is under permanent competition with the car. As soon as the transportation system is not attractive, people will go back to the car, and that means we need money for an attractive public transport system. This is not for free, and we will never make a profit on it. It is a constant business of substitution. You need to put money into the system, and we have to take into consideration what we get out, and what we save on pollution, what we save on the infrastructure side on the long run, but I think first of all, money is important to get the system running.

*And also to foster the behaviour change, of course, you'll need an alternative for people to use, otherwise what are they going to do?*

You do not want to use force to get people into the bus. You have to make the bus attractive, you have to make it a system running in the right direction, at the right time, with the right availability and the right comfort. Anything else is no good.

**Mark MAJOR:** I Would completely agree, and that's what I was saying - if the man here

presented the right bus company - I mean, clearly they have some great products, and there are many other companies in Europe producing these kind of products, but it's the economic sustainability, because there's thousands of cities in Europe that have got very, very old bus fleets. I mean, there's some fleets that are older than twelve years on average. They would love to buy some of these hybrid diesel buses, but they can't afford them, they don't have a sustainable model for their own mobility, an economic model. And that's what I meant that I don't see it as a technology problem. The problem is that cities don't have a sustainable financing to support it. Of course, as you just said, your alternative has to be cheap as well to be an attraction, the price has to be attractive for customers as well, and that's really challenging. I think in Europe we've been really good on the environmental aspect of sustainability, I think we could do a lot more on the social aspects, and certainly on urban mobility, a long way to go on the economic system.

**Thomas KIWITT:** Yes, sure. I think that is a question of power, division of power. I am thinking about the social change, it's like, who's the most powerful agent? The driver, who is bringing the change? I think that in the past... we have many examples from different cities. You need a highway just to the centre, because you have many cars, no problem. There are some buildings? No problem, we can get rid of them. You need a highway along the river? No problem. River, what is it? Not important. So I'm thinking about the social change, that we change our cities - I mean, there are different agents, and the most powerful agent planners, policy makers, etc. I mean, now, if you look at these cities, we talk about participation and usually you have to (inaudible 0:26:12) somehow, otherwise we have problems, we have people who are aware that this is not good for them personally, or their communities, etc., etc. I'm thinking about the social change, like individuals' perception and behaviours and needs, etc., and how they organise themselves, not against planners or policy makers, authorities, but as organizers Exactly.

*Q5: City of Amsterdam. I have a question for Mr. Grochowski, and I have had the pleasure of course of being in capitals of Europe, but I had the pleasure of a night out in Warsaw, for some meeting and I saw this change in the city, this year and there's so much positive development going on now in Poland, and this is one example, and I really think how you are*



*using this ITI now, it's also reflective of the commission and I do not think that ITIs are too difficult for the regions or...so my question is, how do you now deal with the process? Do you monitor? Is there something we can do for that?*

**Miroslaw GROCHOWSKI:** Yes it's being monitored. I think that it's pretty well organised. The good thing is that the people who are responsible for running the whole business, we thought that conversations would last maybe two or three months. It was a wrong assumption. It's been a year of meetings, discussions, etc., but this is very good, it's a kind of education on all sides. It's not only in Warsaw. The small municipalities are very proud to bring all these people from other municipalities. They organise themselves, it's like a local event. So it's not spontaneous, it's well-organised, it's monitored, it's still going on, but there are sixteen projects under ITI. There is a strategy which makes sense, more or less, because it's had to be consulted. So lost some (inaudible 0:28:33), and the bike paths, this is the only project that's received support from all municipalities, because they have their own bike paths, they know that people use it, and they are not connected. And also, you can drive down to the south and then you're stuck. So this is a good idea, they all agreed, and they signed all the papers, etc., so I am optimistic.

**Mark MAJOR:** I don't particularly want to have the last word, but I think the new information communication is always, also changing the ways that people, the public and others can participate in these kind of discussions. We have a project in Civitas which is particularly about new ways of engaging people in the urban mobility planning first process through using new technologies, new ways of expressing preferences, complaining, engaging in decision making, and I think this is a really interesting area, because it's making it maybe quicker, more transparent, it'll allow more people to participate. I think this is an area of ICT which is interesting.

**Q6:** *I have a question to the ITI, and it's, do you think that it's integrated only the communities around Warsaw, or that it's integrated the different interests of Warsaw as well? Like, for example, settlement development and something else like this, or is it only integrated of your own?*

**Miroslaw GROCHOWSKI:** At this stage, I think that these ITI projects under ITI, they are projects that are important equally for all

municipalities. They do not serve Warsaw interest. At the beginning, Warsaw came up with three projects, because Warsaw is the biggest, furthest okay, so I had these three projects, so let's get working, and they said, 'No way, now listen to us!' And during this process, as I described, they came up with solutions acceptable for all of them. So if we talk about something like this strategic vision, like this example, like this guy from Norway gave us about the transportation system that's, you know, 30 years ahead, I think that we are not at that stage yet.