

METREX Oslo Autumn Conference 18-20 September 2013

Regional planning goals, policy and reality Sustainability



"The blue and the green and the city between"

Proceedings 1 - am

METREX

METREX is The Network of European Metropolitan Regions and Areas. It was founded in 1996 at the Glasgow Metropolitan Regions Conference, supported by Local Authorities and Government bodies in the West of Scotland and DG Regio of the European Commission.

Its purpose is the exchange of information, knowledge, understanding and experience in metropolitan affairs but with a core interest in spatial planning and development. It now has Members from some 50 of the major metropolitan areas in Europe.

METREX holds biannual Conferences and works through Expert Groups and Projects on issues of common member interest.

Details are at www.eurometrex.org

METREX
125 West Regent Street
Glasgow G2 2SA
Scotland UK

Phone/fax +44 (0) 1292 317074
E mail secretariat@eurometrex.org



METREX Oslo Autumn 2013 Conference Hosts

The METREX Autumn 2013 Conference was kindly hosted by the City of Oslo and Akershus County Council. METREX is probably unique in not only holding two Conferences a year, in the Spring and Autumn, but also in benefitting from the hosting and hospitality offered by Members to their colleagues.

METREX is founded on a professional approach to the exchange of knowledge and understanding of metropolitan affairs, as so clearly demonstrated by the Oslo Conference Proceedings, but also on the body of goodwill and mutual support that has been a hallmark of METREX since its inception.

The Oslo Conference is an exemplar of the benefits of the METREX approach to exchange.



Proceedings

METREX web site - www.eurometrex.org



Worker bees - taken from a mural in Oslo City Hall

METREX Proceedings are taken from transcribed recordings and Powerpoint presentations at Conferences. The Oslo Conference presentations have been integrated together, by speaker, and are published in these Proceedings.

The original Powerpoint presentations from all the speakers can be downloaded from the [METREX web site](http://www.eurometrex.org).

The Proceedings are made available for the particular interest and information of all METREX colleagues but particularly those who were not able to attend. The financial crisis has made participation in METREX Conferences problematic for some colleagues. Solidarity within the Network is a METREX objective in these difficult times.

The Proceedings are also part of a body of knowledge and information that METREX makes available to metropolitan colleagues and interests across Europe, through its web site.

Venue - Oslo City Hall - Networking Day and Reception



welcomes METREX delegates at the Reception in Oslo City Hall

Venue - Gamle Logen - Conference



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Moderator

- Jan EDDY
Councillor for Regional and Local
affairs, Norwegian Mission to the
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Proceedings

Thursday 19 September

am - Regional planning goals, policy and reality

Welcome and Introduction

- **Alberto LEBOEIRO AMARO**
President of METREX

Today is the day of Oslo and we have the opportunity to hear about The expectation of metropolitan regions helping to achieve the EU2020 goals, the metropolis in northern Europe. The regional planning cooperation in Oslo-Akershus. Besides we will have the opportunity to share and learn the experience of three european metropolises and obviously about Oslo. I only will try to show off some concepts or ideas about the regional planning nowadays.

To address globalization and its effects, we must look at the metropolitan areas, the new concepts that emerge and the role of the strategic spatial planning. Nowadays the urban population is more than 50% and the forecast for 2050 are that 70% of the world population will be urban. The largest cities are now mainly in the northern hemisphere but the growth in the emergent countries will change this image in the future. In this process the slogans are FASTER, BIGGER and FAR AWAY as David Harvey established. With the acceleration of the pace of life caused by the new technologies a new concept is introduced the "slow society".

The globalization effects produce changes in the population with growth and concentration in the alphas and emerging cities but at the same time contribute to declining population and employment in the shrinking cities. But the increasing of employment looks like something that is going to stay with us in the future due at the change in the production system based on the new growing of imbalances in all the world and the increase of inequality. In this context we need new governance, with a more participative and deliberative democracy.

We need to recognize that the urban reality of Europe is metropolitan. Europe's metropolitan regions and areas and their good governance are crucial to the future wellbeing and



prosperity of Europe. The total population of the European Union is estimated to be about 533 million inhabitants, 73% living in urban areas. The Metropolitan areas are the locomotives for European development are the centres of economic, political and cultural life and at the same time centres of political and economical management characterised by a highly developed infrastructure of specialised services.

When we speak about competitiveness in metropolitan areas, we need to speak about HARDWARE: Labour market, capital, land and infrastructures. SOFTWARE: physical and social conditions, business environment, the knowledge structures and human capital but we need, and not less important, we speak about the ORGWARE referring to the social tissue, the necessary inter-administrative coordination, Private Public Partnership (PPP), planning, its management and promotion of the metropolitan areas.

The cohesion Policy funded programmes must achieve a balance between the objectives of competitiveness, growth and employment and territorial cohesion, the two side of the same coin.

While cities symbolise the two-fold challenge currently facing the European Union. Suburbs and core, where the poorest populations and recent immigrants are concentrated and the local authorities do not have resources, while social services, police, schools and public transports are insufficient.

Other constraints would be climate change, we need to foster common efforts on an international level and strategies to avoid global warming, floods, natural hazards and so on, as we said before, we need to work in mitigation reducing the production of co2, the

consumption of resources and adapt to the change.

In the London strategic planning there is a chapter about "Delivering London's energy future" about: Energy and climate change. A vibrant low carbon economy. Ultra low carbon transport. An Energy efficient city. Secure and clean local energy, by new ways that the city is generating energy locally.

In Ile de France in the master plan Project for the region, the chapter called Space challenges, the regional project and objectives, the sustainability is taking in account a new concept the alimentary challenge.

To support good governance we need to consider: Identity and consensus, establishing discussion forums on metropolitan areas. Accountable: a clear division of tasks and responsibilities. Transparent: an open way and explain how decisions are made. Responsive: government actions. Equitable and inclusive, policies and actions have to be coherent and easy to comprehend and understand. Effective and efficient: decisions in urban politics and Metropolitan Governance have to be timely and should be well-founded. Participatory: regional stakeholder should become involved in the policy. Sustainability: the central objective of governance activities should be economic environmental and social sustainable development.

But in this process we need to foster a clear participation of the society in strategic planning to ensure a comprehensive and multisectoral approach metropolitan phenomenon based not only top-down but mainly bottom-up participation

Another aspect to consider is the diffuse growth areas the characteristic of these phenomena are the "Unlimited" external growth that break the administrative limits, low-density developments, "Leapfrog" development, the high cost of infrastructure, segregation of land uses, social fragmentation, dispersion of functions and services, automobile dependency, peri-urban development against the central city, environmental impacts. According to the urban sprawl in Europe the sprawl is due to new lifestyles, better environment in outlying areas, more equipped outside urban centers.

The effects of the sprawl are very well known: the monofunctionality uses, the low density and the lack of link with the territory: Morphologically and functionally isolated

systems, the accessibility based on the car, the weak relationships with urban centers and difficulty to be served by public transport, the negative impact on the environment and natural resources, destruction of unique landscapes, social uprooting as places without history, loss of sense of belonging, and the weakened social values.

We need to work with suitable density in our cities but we need also to consider the density as a cultural factor depending of the cities. In the periphery of the metropolitan areas, where we have less density the use of the private car are increasing. For a more sustainable transport in our cities we need to reduce automobile dependency, avoid urban sprawl, reduce the impact and number of motorized trips, increase public and alternative transport, retrieve the urban space and relational and recover proximity as value.

Nowadays in the centre of Europe and mainly in eastern countries the cities are losing population and the economy is declining, the reason could be because they are less and less attractive for their quality of life or because the economy is not diverse and the main activity loss demand.

This promotes at the same time a decline in investment and in the case that the local government tries to increase the infrastructure or develop new land only results in a waste of money. We are ready to make plans for growing cities but we do not know how to plan shrinking cities. In that case we need to deal with strategic planning being aware about the problem of the city and trying to improve the quality and diversify the economy in order to be more attractive.

Concepts as "smart cities" where the term "smart" has gained importance in urban planning through the idea of "smart growth". Instead of submitting to market dictated laissez faire planning resulting in urban sprawl or exaggerated densification, smart growth argues that greater efficiencies can be accomplished by coordinating transportation, land speculation, conservation, and economic development. It is thus about synthesizing hard infrastructure with the availability and quality of knowledge communication and social infrastructure, where the latter is critical for a city's competitiveness. However, it may also be argued that smart cities can – or have the potential to – improve competitiveness in ways that also strengthen community and improve quality of life for all. (Batty et al. 2012; Caragliu et al. 2011)

We need to develop in our metropolitan regions a strategic plan, foster the develop of long-term vision: global, comprehensive, flexible and coordinated between public and private and between levels of government. Image of the metropolitan area region: unique and attractive. That analyzed the relationship to other cities: Competition, complementarily and cooperation. Results oriented: actions on critical issues, ranked and rated according to costs and benefits. Oriented demand: needs of citizens, investors and visitors. Consensus decision-making: maximum participation of the economic and social stakeholder impact on urban dynamics. The plan as a process: seeking results through a vision (new model).

We need to promote the Transport Oriented Development, with a suitable density, diversity (we need to have all service close to the houses), with a good design of the public space that can be used by all including the disabled, children and elderly.

The European strategic planning develop a new way to intervene in the territory, the social, economy and environmental sustainability, created the learning for the rest of planning in Europe, approved in Potsdam in 1999 has his continuity in the Territorial Agenda of the European Union: Towards a More Competitive and Sustainable Europe of Diverse Regions Leipzig, May 2007, in which the concept of culture and identity was established. Nowadays the European strategy 2020 highlighted that the crisis has swept away recent progress. Europe needs a unique vision of smart growth sustainable and inclusive. The policies will be: the smart sustainable and inclusive growth

Metrex in the future should have a role in develop of the Territorial Scenarios and Visions for Europe, ET2050. The policymakers in the field of territorial development and cohesion are in need of a future oriented and integrated vision on the development of the European territory.

Welcome and Introduction

- **Vice Mayor Ola ELVESTUEN**
Oslo City Council
- **Mayor Nils Aage JEGSTAD**
Akershus County Council

Ola Elvestuen: First I'd like to welcome all in METREX to Oslo. On behalf of Oslo and Akershus I'd like to welcome you all to METREX and this conference here in Gamle Logen. I mean, we sit in a building that used to be important in Oslo. Used to be very important in the second half of the 19th century. This building here was the main concert hall in Oslo, back then Christiania. So, this was open and this room was open in 1844.

We have some famous people that used to play here. Famous violinist Ole Bull used to play here during the 1840s/1850s. We had Edvard Griegs has played on this stage and also Henrik Ibsen used to use this building a lot in the late 1800s. This has been an important building and a very important hall also in Oslo.

First a little picture of Oslo. City Hall in the middle where you all went for dinner yesterday. Hope you had a good time. Of course Oslo is an old city, it's 1,000 years old. First founded about the year 1000. It used to also - most of this area, this time, it used to be a small city. I mean, this area we now are situated in, the city burnt. As many cities, it burnt in the 1624 and was moved into this area in 1624.

Then of course it started really growing in the 1800s with the industrialisation. Of course it has continued to grow from the late 1800s throughout the 20th century and, also with all the suburban areas that were growing out since the second world war. Today we are still a growing city.

If you look at this area, the major political areas, the most important political area in Norway with the City Hall, you have the (Stottet 0:02:36), the Royal Palace. This is also the major financial area in the city centre.

As you can see, with what we think is very special about Oslo, you can see the city and the dense city in-between the forest in the back and the fjord in the front. If you go in the forest you can walk for at least two days without really- and, only walk in the forest. We can even see



a little bit up there is also where our water source is close to the city. It is clean but as a growing city, the water source is something - some of the major decisions we have to make is if it's big enough in the years ahead.

Of course any city, in any region, knows that to find a new water source is a huge and expensive adventure to suggest to go into. Little bit about where we are; Oslo and Akershus, are Norway's capital region. About 1.2 million live here. 5 million people live in Norway, situated here in the south east.

If you go up to Tromsø in the north it's about the same. If you go the other way, down south, to give you a sense of the scale, if you go down south the same distance you end up south of Munich, at least. Oslo also, if you look at other cities, it's about 500 kilometres to Trondheim, same to Bergen.

But of course we - and, this map also shows that when you only show the map of the country you don't really get the whole picture. For the closest city region that Oslo has is of course south to Gothenburg. It's closer to Stockholm than to Bergen. We are centrally situated in Scandinavia.

Nils Aage Jegstad: In fact, Oslo is in the centre of Akershus too because when you came here you are landing in an airport that lies in the centre of Akershus. Our region is expanding very fast apart from (possibly Brussels 0:05:01) this is the fastest growing capital region in Europe.

As you can see, Oslo and Akershus have similar population size. However, the over supply of jobs in Oslo leads to very big commuting volumes each day. About 140,000 of the people

who work in Oslo live outside the city. Akershus also has a lot of commuting with 70,000 travelling out from Oslo every day and nearly 30,000 coming from outside.

In Akershus we have two tiers of elected local government, with a county council providing transport and secondary education. 22 municipalities doing the land use planning and providing local schools and primary health care. In Oslo they have both county and municipality function with a single tier city council. This means that they do both planning and transport as well as education, as well for service in the same house.

Oslo and Akershus have worked together on a number of important (statistic 0:06:23) issues over the years. Perhaps most important for us at the moment is the Oslo Package, which is now entering its third generation. Started in 1990 when the first toll ring was opened, which has given us substantial funding which was needed for our major road network and extending the public transport system. You will hear more about this tomorrow.

We have had a joint statutory for economic development from 20 years. In 2008 there was a breakthrough after many years of feasibility studies and negotiation, when our public transport organisations were joined up. Our joint company, called Ruter, is now organising trams and metro in the city and buses all around the region.

Costs have been reduced and the whole system is being planned in a more coordinated and (strategic 0:07:34) way than before. In 2009 the government introduced us to work on a joint regional plan for land use and transport. This is one of the most important reasons why we are here today and you will hear much more about this during the rest of the conference.

Ola Elvestuen: There's no doubt that Oslo and Akershus are a better cooperation now than we have ever had and it's nice to be a growing area, in a growing city. The regions population has grown by 330,000 the last 25 years. The next 25 years we expect it to grow twice that.

We need to have all the services, all the public transportation, housing, for about 600,000/700,000 more people in the years ahead. Of course, this growth has given us quite a lot of challenges. A lot of this growth is due to people moving from the rest of the country but it's also a lot of in-migration, especially within Europe today.

We have a lot of people that come, mostly you have from Poland. You have from the Baltic States. A lot from Sweden, that come here to work. Increasingly also from Southern Europe are coming here to work. Of course we are also part of the migration, the international migration, that all of Europe is experiencing.

It is a - we do have a housing market. The housing market is booming. When we look at the prices are still high in Oslo but I think with the sustained growth that we have, we still have a trouble that there's not been built enough houses. We always have to work with opening up new areas for housing. New areas to build in and of course with all the services that you need for that, schools and kindergartens and also public transportation that has to be developed for a growing city.

Sustainability is important here as in all cities. I think all cities that want to be - to want to have a place internationally need to be green. It is also economically important that we are green and as much in front as we can on sustainability. The goal for reducing climate gas emissions in Oslo, as in Akershus, is to reduce them by 50% by 2030. I am sure that you will get to know more of the details about how we are to obtain that in this conference.

The economy is still doing quite well in Oslo and the Oslo region. Unemployment is low. Which gives us, compared to many areas and city areas in Europe today, we are in a privileged position but of course we have to work with our demands. We have to work with how we can develop this area in as a economically viable as we can and as ecologically sustainable as we can.

Nils Aage Jegstad: So, welcome to METREX conference here in Oslo and Akershus. As you have seen from the programme, the first day is devoted to Oslo and Akershus. We will start at the marketable level learning about the latest European policies and initiatives.

Hear about the national situation regarding Norwegian cities and their relation to Europe. Finally, look at our regional planning here. Tomorrow we will be able to take part in the programme of very interesting presentations that have a wider European focus. We are aware of the need to address serious problems in environmental, economic and social and certain (inaudible 0:12:15) across the continent, and hope that the speakers that we have lined up will help to move our discussion a few steps forward.

In line with METREX, the cities and metropolitan regions have an absolutely essential role in shaping the future Europe. We will look forward to the days ahead. I hope you enjoy the conference and your stay in Oslo and Akershus.

Vice Mayor Ola ELVESTUEN & Mayor Nils Aage JEGSTAD



Welcome to METREX in Oslo and Akershus

Akershus County Mayor: Nils Aage Jegstad
Oslo Vice Mayor: Ola Elvestuen



Norway's capital region



Oslo & Akershus

- One of Europe's fastest growing capital regions: *1,98 % p.a. since 2008*
- Oslo:
 - 624,000 residents; 420,000 jobs
 - Single tier: County and municipal functions
- Akershus:
 - 566,000 residents; 250,000 jobs
 - Two tier: County Council and 22 municipalities
- Separate planning and transport authorities



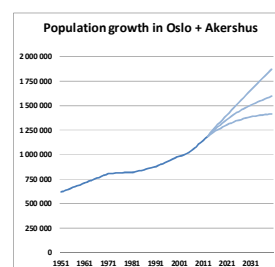
Joint working

- Cooperation in transport investments (1990)
- Strategy for economic development (1996)
- Joint holding company for public transport (2008)
- Regional plan for land-use and transport (2009-...)



Challenges and objectives

- Rapid growth:
 - Strong in-migration
 - Pressure on housing market, infrastructure and services
 - Need to coordinate planning and major investments
- Sustainability
 - Reduction of climate gas emissions
 - Competitive economic environment
 - Efficient use of resources and infrastructure



Vice Mayor Ola ELVESTUEN & Mayor Nils Aage JEGSTAD



Welcome!

Oslo-Akershus day:

- A European and national perspective on our Capital region
- The joint regional plan – presentation and discussion
- Site visits: Fjord City & Fornebu

METREX day:

- Sustainability, managing crisis, new ways forward for metropolitan regions



How can city-regions help to achieve EU 2020 goals?

Expectations of Metropolitan Regions

- **Ms. Christina VITCHEVA**
Director, Directorate General for
Regional and Urban Policy

I have to say that I am pleased to be here as a representative of the Directorate General for Regional and Urban Policy of the European Commission. This change in the title happened a year ago and it only shows that in the Commission we are now trying to have a much more coordinated approach and stronger focus on cities, in that also metropolitan areas.

We, as a Directorate General, are very much interested in the territorial dimension and there are various levels of that territorial dimension. One of the most important level is the urban level, city and metropolitan. We have the basic question today; how we can contribute as metropolitan areas to the Europe 2020 Strategy implementation.

I will put it the other way round just to make it really very blunt. The real question is, whether we can implement the Europe 2020 Strategy without the metropolitan areas. The question is simply no. So, I would like to share with you why I think the metropolitan regions are so important. How our future cohesion policy recognises their importance.

Finally, I would like to dwell on the importance of urban rural linkages because they play a very important role in metropolitan areas today. They're essential for the sustainable development of the metropolitan regions. So, a large majority of the European population lives in urban areas; around 70% of the EU population. Approximately 350 million people live in glomerations that are bigger than 5,000 inhabitants.

Cities play a crucial role as models of economy, as places of connectivity, creativity and innovation, and as service centres for their surrounding areas. For instance, patents applications per capita are highest around the major capital and metropolitan regions, as is employment in high tax sectors. So, smart



Growths cannot happen without the metropolitan areas.

Cities are also the places where sufficient concentration and critical mass to have a potential to put Europe on a more sustainable development trajectory exists. But, the carbon footprint of cities illustrates the duality of the cities. Cities offer the highest potential for massive reduction of their inhabitants carbon footprint through compact and less energy demanding living, as well as proximity to services and developed public transport systems.

So, we have the biggest challenge of sustainable development concentrated in the metropolitan areas. Therefore, we have the biggest potential to handle it. Studies indicate that cities have higher per capita carbon footprint compared to rural areas for example. So, we can live together with the rural areas and try and benefit from each others strengths and potential.

Cities are also places where problems such as unemployment, segregation and poverty are concentrated. Although cities are drivers of growth, cities have higher unemployment rates than rural areas in most western European countries. The challenges related to social inclusion, to combating poverty, which are challenges under the Europe 2020 Strategy, are better and the best way handled in metropolitan areas.

Globalisation has led to loss of jobs, especially in the manufacturing sector and this has been amplified by the economic crisis. We are still talking about exit strategies from the economic crisis. Many cities face a significant loss of inclusive power and cohesion and an increase in exclusion, segregation and polarisation.

For instance, severe material deprivation is higher in cities in 18 of our EU member states. Very low work intensity is more prevalent in cities in 15 member states. The poverty risk is higher in cities in 10 member states. It is obvious that cities are both places of opportunities and threats. The future challenges of the European cities and how we can find the new ways of working together.

We have, I'm sure that everybody has seen this report, we have conclusions of how cities of tomorrow reflection process in a report that was issued last year. This report had the perspective of examining the future challenges for the cities and, to see what the main actions should be and what the main recommendations would be in this respect.

This process supports the main urban and territorial development principles and gives priorities and objectives. These objectives, some of them are not new. They're a follow up of the basic principles in the (Leipzig 0:21:53) Charter, the (inaudible 0:21:54) Declaration and the Territorial Agenda 2020. This report concludes that if we are to reach the key objectives of the Europe 2020 Strategy, we have to work in an integrated, coherent and holistic way.

That means across sectors and with governance levels at various territories. So, the integrated approach is something that is not new but we want (a rainforest 0:22:25) very much and that will be a very high focus for the next programming period and for the next years to come for the European Union.

In essence, this report concludes that we need to invest in our cities but it is not just a question of levels of investment. It is also about a qualitative shift which needs to exploit the full potential of our cities. Our cities of tomorrow have to adopt a holistic model of sustainable urban development which deals with challenges in an integrated and holistic way.

They have to match the place based and people based approaches. They have to combine formal government structures with flexible, informal governance structures that correspond to the scale at which the challenges exist. For that cities need to develop governance systems capable of building shared visions, reconciling competing objectives and conflicting development models.

This is very common sometimes in metropolitan areas, of conflicting interests that need to be matched. They need a common

vision in the end in order to put our efforts into a consistent and efficient way. Cities need to find new ways of working across sectoral boundaries with a wider set of partners, including citizens.

So, participatory approaches are more and more relevant to address the future challenges. Cooperate in order to ensure coherence, special development and an efficient use of resources. This is particularly important in times of economic crisis.

I stress these conclusions from this report not only because I think they are particularly relevant for metropolitan regions but because I believe that metropolitan regions are particularly relevant for their implementation.

Metropolitan regions are ideally placed to deal with urban development in a functional territorial context. Work across governance levels and administrative borders. Address the major societal challenges of employment, innovation, energy, sustainable mobility, spatial segregation, land use, resource efficiency. Key areas for contribution of metropolitan regions to Europe 2020 can be summarised according to the three pillars of the strategy.

Coming back to the question on how city regions can help to achieve Europe 2020 goals and the expectations of metropolitan regions, I can say that we have very high expectations. I see several areas where metropolitan regions are key actors for the successful implementation of our policy.

Metropolitan regions have the infrastructure needed, both hard and soft, to develop knowledge based clusters such as universities and other research institutions, business parks, major firms, transport hubs, etc. to make smart specialisation process effective. I hope many of you have heard about the smart specialisation process, which is in fact the fundament of the smart growth under the Europe 2020 Strategy.

This process has been around for more than two years now and we want, on the basis of this process of smart specialisation, where the strengths and potential are identified in a wide entrepreneurial discovery. We want to base our policy on this smart specialisation process. Metropolitan regions have both the infrastructure and capacity to be a very important stakeholder in it.

In relation to low carbon strategies and renewable energies, metropolitan regions have a sufficient territorial scale to couple local investments with more systemic approaches.

For example, systemic systems of grids and of medium and large scale for renewable energy production. Sustainable mobility and transport solutions, they must be planned from a functional area perspective and, especially one should take into account the commuter flows and regional transport needs.

The metropolitan regional scale is very well suited in this respect. It is closely linked to issues around urban expansion and sprawl, service access and delivery. Resource efficiency and ecosystem services, they are very much linked to an effective functional region planning and so is climate change, adaptation and risk prevention. These areas require a systemic understanding of the natural environment and its resources.

The consequences of soil sealing and sprawl and the positive benefits, for instance green infrastructure on larger areas. I could probably make the list much longer of the areas where the metropolitan areas are highly relevant but, my point is to illustrate the many areas that need a systemic approach at the functional territorial level. We already today support the sustainable development of metropolitan regions across Europe through many of our main stream operational programmes.

An interesting example is the Dutch, West Netherlands Operational Programme that ties together four cities; Amsterdam, Rotterdam, The Hague and Utrecht. Each one constituting a metropolitan region in a joint, and all these are in a joint regional development programme. This programme supports innovation and an entrepreneurship, thus increasing the attractiveness of the region including the socioeconomic attractiveness of the four cities.

But, I would also like to mention our cross border cooperation programme that have supported many cross border metropolitan regions such as nearby Øresund Science Region. Although Øresund (inaudible 0:29:16) programme, in which Oslo and Akershus are partners, it is not entirely focused on metropolitan regions. But, it ties together the several coastal metro regions of Norway, Sweden and Denmark in support of sustainable economic growth and improved mobility of people and businesses.

So, we have a number of examples in the current and past programming periods of cohesion policy where the metropolitan regions had their programmes and had their integrated approaches to addressing their specific challenges. Now, I would like to speak a bit

more on the future cohesion policy and the future programming period.

It is very much concentrated on key thematic areas that are directly linked to the objectives of Europe 2020. If you look at our draft regulations that are about to appear somewhere in November – and hopefully they will enter into force on 21 November – you will see that we will structure our support on the 11 thematic objectives and they follow very closely the structure of Europe 2020 strategy. So we have a couple... three objectives that are related to smart growth and then we have the innovation and research and development support. We have the SME support, but there the business support is very much linked to innovation and how to bring competitiveness up through knowledge-based economy. We have ICT, so this is the cluster of smart growth. We have another couple of thematic objectives related to sustainable growth where we will support actions related to climate change, adaptation and prevention, environmental actions on a broader scale and we have a couple of thematic objectives related to inclusive growth, where we cover health, education, poverty combating and institutional matters.

So all our Cohesion Policy for the future is really closely linked and structured under the Europe 2020 strategy. We also propose not only to have thematic approach, which links a bit more to the sectorial approach, but also to have a cross-cutting territorial approach that should be able to cater for the specific needs of various levels of territories. And we would like to provide the stakeholders and everybody that is interested in the Cohesion Policy with specific tools for territorial integration. And such tools, for the next programming period, are the integrated territorial investment, which will be a top down approach of building vision strategy and implementing this strategy at local level. But we also have a bottom up tool, which is the community led local development tool, which will be based on strategies that are drafted by stakeholders, involving broad citizenship representation and trying to work together throughout the implementation and monitoring processes.

The future Cohesion Policy proposed for 2014 - 2020 periods, a number of elements related to the urban dimension and development. In general, the territorial approach is very well outlined in the common strategic framework. This is the highest level of strategic document at EU level in the Cohesion Policy terms. The need for metropolitan or other functional urban

area governance is being catered through the specific territorial instruments, but also we have a specific allocation of 5% – and this is a minimal allocation – that has to be ensured from the national envelope of each country and the European Original Development Fund to integrated actions for sustainable urban development. And integrated and sustainable are the keywords, but they are based on the strategic approach, and this 5% should come as a result of an overall concept for the development of the specific urban area. So we can't support actions under this 5% which might be more, but this is the minimum that has to be allocated if there is no consistent strategic approach covering all the aspects and that is the environmental, the social economical, demographic and climate, all together, in order to be able to tap all the synergies and increase the effectiveness of our support.

This 5% of integrated sustainable actions for urban development, they can take place under different modes of implementation. They can be based on a specific programme. We even today have some programmes, as I have mentioned, related to metropolitan areas. They can be based also on this territorial instrument that I mentioned, an ITI: Integrated Territorial Investment, based on a strategy and it can be based also on a specific priority access in an operational programme. And this priority access, of course, has to take care of several thematic objectives.

On the other hand, we also want to encourage innovation in trying to solve challenges, specific challenges in the cities. So that's why we have proposed 330 million specific locations under the Cohesion Policy that will be managed directly by the Commission and this money will be awarded on the basis of calls of proposals from cities, from urban areas. But these proposals have to be innovative in tackling specific urban challenges. So we're giving the direct possibility of the cities to apply for innovative actions projects directly to the Commission. How that is going to be done in practical terms will be clarified in the next months to come, but this budget is already agreed. There is a budget line in the multiannual financial framework and the cities have to be aware of this opportunity. So the beneficiaries will be representatives of urban authorities.

Cooperation between urban authorities will continue under the URBACT programme, which is not a new programme; you know about it, it has been implementing a number of very useful and beautiful projects. Now we want to

strengthen this programme and especially its networking and exchange of knowledge (inaudible 0:06:58). And, of course, it will contribute very much to the overall building of capacity of cities for integrated actions for urban development. We also propose a specific network, which is called Urban Development Network, that will bring together all the cities that participate under the Innovative Actions Initiative of the Commission and all the cities that will benefit from measures under the minimum 5% integrated sustainable urban development. So all these cities which will be a big family of supporters of integrated and holistic way of tackling urban development, they will be linked into a network with which the Commission will exchange in a direct way. And the idea is to multiply: the multiplier effect of the discoveries, positive solutions of the cities in this respect.

And I have to mention some specific investment priorities because our support is built... it's very well structured. So we have thematic objective is declined into investment priorities because we need to be very clear about what is eligible and what is not for support. So, in terms of investment priorities, we have several of them that are directly linked to cities. For example, we have an investment priority for improvement of urban environment, and there we are talking about the regeneration of brown field areas, or tackling air pollution in cities, or another one is promoting sustainable urban mobility. So we have a number of investment priorities that are very specifically tackling urban and metropolitan issues.

And the last point that I would like to make, because I really want to leave the space for your questions, is the territorial integration and the urban rural linkages. We consider that a very important element and this has been highlighted even better during the negotiation process with the European Parliament and the European Council. And there the specific rural urban dimension has been well outlined in our legislative proposals so that they are well covered also by our supportive measures. This integration is mentioned in the Common Strategic Framework for the five funds and integration in general is a very strong line of development of future Cohesion Policy. This Strategic Framework that I am talking about, the highest level strategic document at EU level, it covers all the five funds for support of territorial development. This is the European Original Development Fund, the European Cohesion Fund, the European Social Fund, the European Agriculture Fund for Rural

Development and the European Maritime and Fisheries Fund.

So the integrated approach now can happen with the help of all these Funds, specific Funds, and across all the territories. And some of the tools that I mentioned, for example the ITIT: The Integrated Territorial Investment, can draw expenditure from all the five funds. The Community Led Local Development can draw from four funds; Cohesion Fund is not relevant because this is huge infrastructure fund. So the integration is really happening across funds, across sectors, across territories. We don't want to create artificial borders and artificial eligibility rules.

Urban Rural Partnerships... Shall I try to complete now? I still have time, okay. Urban Rural Partnerships are an important component of well integrated territories. They can contribute to a more efficient use of resources and competencies, ensure the long-term viability of rural areas and the sustainable development of metropolitan regions. I think that you're going to have a specific session on rural urban linkages. I'm trying to see here my colleague from OECD, Betty-Ann Bryce. So she's going to talk about that later on. But still I would like to make sure that the cities know, are aware, that the Commission and the future Cohesion Policy will support and have a special focus on urban rural linkages. With this in mind, in fact, we have supported a study, a special preparatory action, together with the European Parliament, and there will be a big event, concluding event, together with OECD that will happen in Bologna and that will make a conclusion of all the findings that studies produce on the benefits and the ways to go for rural urban linkages.

Territorial cohesion is about helping each territory make the most out of its potential; that is, in fact, the leading principle behind the urban-rural linkages. Connectivity, concentration and cooperation are key aspects to enable territories to make the most of their assets. Very often, we find opposing rural vs. urban lobby groups. Figures are often used in a contradictory way, depending on which side the lobby is. We should try to avoid opposing the rural against the urban and instead see them as part of an integrated territory. We need to ensure that our investments in urban areas also spill over to rural areas and vice-versa. Increased business dynamism should create opportunities to enterprises outside the cities. Urban people should be able to profit on their side from the natural resources and green infrastructure of rural areas. Rural people

should be able to enjoy the cultural and social services of the urban areas. So we see how much interaction and interdependence is there, existing between the two communities. All of the areas – rural and urban – they have to work together in new governance structures but, as I've said, this specific topic is going to be covered later on, so I will stop here.

I'm trying to conclude now. I have to say that the future Cohesion Policy and the structural funds offer better opportunities from our point of view than ever to support the development of the metropolitan regions. These, however, will happen not only with the existence of a legislative package; it will happen with the active involvement of the metropolitan areas themselves. I hope that you are participating in the partnership process of negotiating the strategic documents for the next programming period. This is the partnership agreement and the operational programmes. If not, please make sure that your representatives are there in the process so that your challenges are taken on board.

Well functioning metropolitan regions can show the way in how to effectively tackle many of our most urgent challenges. Metropolitan regions are not built on administrative borders of the past; they are based on the realities of today and, ideally, focused on the challenges for tomorrow. But metropolitan regions are not there to replace our existing government structures; they are there to complement them and make them more effective and efficient. Metropolitan regions can help us to build a more flexible space that allows us to deal with pressing issues in a holistic, integrated and place-based way. I often pray for urban proofing of our actions. I think we have to focus our attention to that in the future because many legislative proposals, they have their effects on the cities, but we have to make sure that they don't damage the cities, so urban proofing might be one avenue for the future we can follow. In this, we can count on you to give us your ideas. With this, I would like to conclude and give you the possibility to ask your questions.

QUESTIONS?

Moderator: First of all, you know Norway is not a member of the European Union, so the Cohesion Policy does not apply in the same way to Norway as to the member states, of course. But you mentioned the programme, URBACT, which Norway is taking part. So that's an input or a part of the activities where we participate and do networking already.

Q1: City of Helsinki. Would you accept the interpretation that the spatial planning process is considered an important element of the territorial agenda 2020 goals in implementing the goals of that agenda?

Definitely, yes. Spatial planning is one of the elements that is very heavily discussed. In any case, this is part of an intergovernmental process. I mean, all the discussions around spatial planning, we as Commission, we don't have competence there. But we recognise the importance of spatial planning because, without that, we cannot have an integrated and strategic approach in cities.

Q2: Metropolitan Region of Hamburg. You talked a lot about the programming process of the five funds and especially of the city aspect. From our point of view, it is a little bit unclear what is exactly in the mind of the Commission from a regional point of view. Could you explain to us a little bit more what you are planning on the aspect of programming of rural urban partnerships? For us, the ITI is not very much exact at the moment, I have to say.

Yes, indeed. In fact, we built our programmes on programme areas. So that means the rural programmes, they will have their area of support, but there could be an overlap. And, on the other hand, we have the ERDF, or European Regional Development Fund and eventually Cohesion Fund programmes. In fact, this division is a national responsibility. You know that the Cohesion Policy is built on shared management. So many of the issues, they are decided at national level. So the structure, the architecture of programmes, is very much up to the member state. And we can show different models coming from various member states, but we cannot impose a model. We have the centralised and decentralised model. For example, for the small countries it's one programme. The regional aspect should be covered within the programme; so within a programme; it's not by separating regions in programmes – in Poland, for example. In Germany we have a specific programme

(inaudible 0:20:33) regions. And there, the regional aspect is more naturally covered. With regard to urban rural linkages, we consider that this Integrated Territorial Investment tool is the best suited because it does not create a programme discipline. There is no... it is not covered by a specific programme. The element that integrates the ITI is, in fact, the strategy. And this strategy can, afterwards, draw expenditure from whatever fund and from whatever programme, from whatever priority access. So this flexibility of the approach, we consider as the most effective to cover rural-urban linkages. Of course, there might be a soft governance way of doing it. Our community led local development strategies are very well suited there as well. We, for the next programming period, propose to have... Maybe you've heard about the leader approach because the community led local development, the so-called CLLD, is, in fact, coming as a result of the experience of the leader approach in rural development. So now, with the CLLD, we are saying again that you can draw expenditure from (inaudible 0:22:01) from the original fund and from the Rural Development Fund. So even if you don't use the ITI, then you can use at least the CLLD, so that you have the integrating element of the strategy, because you can't tackle these issues, the interdependencies, without having a concept upfront. And this is something that we're going to support, so the enlarged scope of the CLLD.

Q3: City of Amsterdam. You were talking a lot about the integrate of part on the strategic part, only related to the structural funds. I wondered on how much this integrated aspect you have in mind when you conceived all these new instruments is also applying for other DGs and other funds. Because I was looking at the Horizon 2020 and on that programme I noticed that the funding streams are very clearly separated on just the territorial aspect and multidimensional aspect, which is cross-cutting between, for instance, energy and social aspects, which is very important in our regions. It wasn't very clear if these aspects would be possible, because the funding streams as so clearly separated. So I wondered on how far you are working together and how far this way of integrated thinking is also applying to the others.

Yes, indeed. The integrated approach is not only for the five funds. In our regulations and also in the programming process, one of the required elements in the programmes of the member states is to see how they're going to ensure the complementarity, the working together and synergies between these five funds and Horizon

2020 and Lifeplus, so all the other instruments. Plus, the integrated strategies of which we are talking about this 5%, it's not necessarily that they have to be fully covered with finances from the structural funds. We need the strategy. It might be covering national resources, local resources, municipality resources, resources coming from private sector; we don't mean that all the strategy will be covered with EU funds. The starting point is that we need the concept and then we can contribute to a low or high extent with financial resources.

Metropolises in Northern Europe

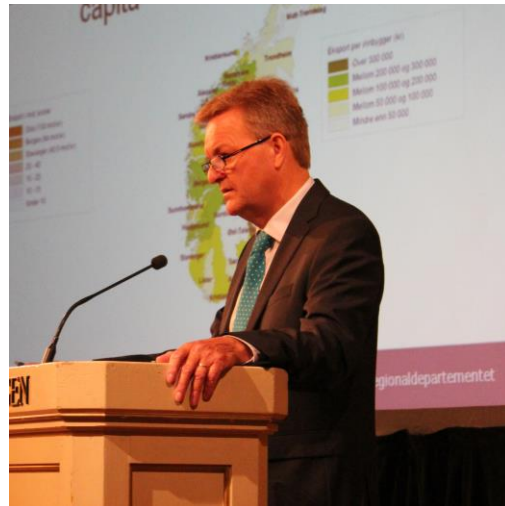
- Hallgeir AALBU

Norwegian Government
Administration

1-6 I am Head of the Regional Policy Department within the Ministry of Local Government and Regional Development and we have not, as yet, changed the name to Regional and Urban Policy, as you have in the (inaudible 0:26:15). Well, we just had an election so we'll see what will happen when the new government is in place in a couple of weeks. I've been asked to build a bridge between the international, or European, on one hand and the regional and local on the other (inaudible 0:26:35) from a national point of view. I will start out with some basic facts and backdrops, talk about how Norway's position in Europe in few aspects, say something about the capital city, the capital region here, and the rest of the country, comment on regional policy for Oslo and Akershus regions and say something about challenges and opportunities as I see them from my perspective, not being a part of the city administration.

Let's start with two basic facts: one is that Norway is a member of the European Union. Well, Jan Eddy just said we were not and, of course, that's correct also. But Norway is a member without any Norwegians knowing about it, without any Europeans knowing about it. We are part of the European economic area, which means that we are subject to all kind of regulations for competition and other rules, just like any EU member state. And, of course, that's a part of us then being able to access the total European market as a full member of the European market.

You also mentioned programme participation. METREX is, of course, one organisation. Also Akershus is also member of Eurocities and Assembly of European regions. You mentioned also that we take place in indirect programmes like Kattegat and Skagerrak but also URBACT and tomorrow we are also hear from ESPON. I think we are members of about 12 or 15 different programmes. We also participate fully in the framework programmes for research, education exchange and so forth. So Norway is basically member of the European Union in all possible aspects without being having any seats in the parliament and, of course, we are not



paying the full fee of being member either.

Something I often get questions about is the oil income and how different that makes us. The basics here are that the oil revenues are flowing into the Government Pension Fund Global, which is a global asset fund investing in shares all over the world, but not in Norway. At the moment, this fund has about 1% of all shares worldwide and 2% in Europe. The value is €550 billion, or equivalent to about €110,000 per person within Norway. And the basic rule is that we spend the return of the funds in the government budget each year. There has been a limit on 4%. I think this year it's going to be about 3%. And the point is that doing it this way the funds will then provide return, more or less for everybody, depending on the course and the stock exchange and worldwide. So when the oil does run out, the money doesn't. It's a political controversy of course, since some parties would like to spend more money now and others are more long...thinking more about the long term perspectives and want to save money for future generations. Four per cent return used in the government budget is approximately the same as Poland would get from the structural funds, about 10 per cent of the state budget, just to have some proportions clear.

Now then, let's then go over to say something about the Norwegian economy. I have chosen four different indicators and I will show them to you one by one. The first is the United Nations Human Development Index where the dark blue is the countries that have the longest life expectancy, best education and highest income and Norway is number one if regarding [inaudible 0:01:13]. There's a number of different indexes like this and it's not always number one but, in this particular one, Norway's number one.

A national perspective on Oslo & Akershus

Director General Hallgeir Aalbu
Norwegian Ministry of Local Government
and Regional Development

METREX, Oslo, 19 September 2013

Between the European and the national

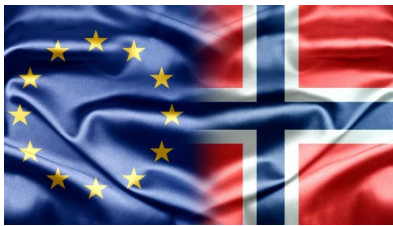
- Backdrop: EEA and oil revenues
- Norway - the odd one out
- The capital region and the rest
- Any regional policy for Oslo/Akershus?
- Challenges and opportunities for the Oslo/Akershus region

2

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Norway in Europe

- The European Economic Area (EEA) and the competition rules
- Programme participation where possible



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Petroleum revenues since 1973



- The Government Pension Fund Global
- Value of shares, July 2013: € 550 bill. (€ 110,000/inhabitant)
- On average, 4% return used in the Government budget

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The odd one out – a wealthy periphery

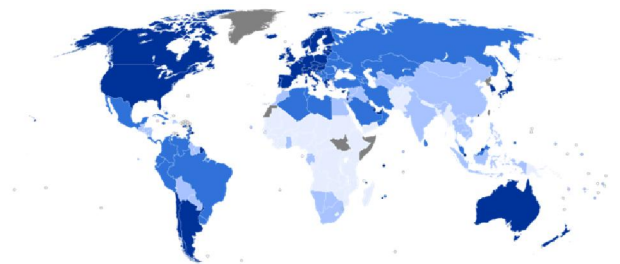
- Human development index
- Population density, urban structure
- GDP per capita, unemployment
- Income equality

5

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UN Human Development Index, 2013

Life expectancy, education, income



6

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7-12 The one to the left shows the population density across Europe where the colours show the square kilometres where people live. As you might see here, Norway's almost empty. Together with Iceland, Norway has the highest share of empty square kilometres, there's about 80 per cent. Other countries are just absolutely not inhabited at all. We also know that regional development, normally, is better when you have a densely populated region. If you have a lot of people, you are developing better than if you don't. And if you good accessibility to markets, you're developing better than if you don't. And if you have densely urban structure, you're also developing better.

The map on the right shows the urban structure for Europe and, as you might see then, there's one...what we may call the city region in Norway and that is this one and that's the only one we have. So we have a weak urban structure and extremely sparsely populated country. The average population density in Europe is 117 inhabitants per square kilometre, in this country it's 16. But, then that's why I call it the odd one out. Normally, then, we would say that if you haven't...the mostly densely populated region will also have the lowest unemployment and the highest GDP per capita.

And if you just notice Norway on these two maps, the left one is unemployment, the light areas have low unemployment and the dark one has large unemployment. You can see that the densely populated regions of Europe, central Europe, also have the lowest unemployment with one obvious exception, Norway. On the right hand side you can, again, see that the green ones are the ones with the high GDP per capita and you'll basically find them in the central part of Europe, going from London down to Milan and, again, with one specific exception, Norway which has the...and there is only Luxemburg with a higher GDP per capita than Norway and Luxemburg, you know, is highly inflated by commuting from neighbouring countries. If you take it at the regional level, Oslo will be number three in Europe after Luxemburg and number one is inner London. So this is a picture that's absolutely different from what we would expect from basic economic theories, we are really the odd one out.

The last one, is a difference that's in national income equality and yeah, you probably have noticed that discussion lately, if it's good or bad, we'd high disparities within the country and there's a line of research now saying that you're doing better off if you don't have too much

disparities within a country. Well, in this particular map, the light ones are those with lowest...the lowest gini coefficient and, therefore, the lowest spread in income and this time we are number two, Sweden is number one.

I will then proceed to saying something about the Oslo-Akershus region, the capital region and the rest of the country. This region we are in now has two per cent of the area of the country and 24 per cent of the population. The population growth here has been, you said, two percent annually which is then the strongest in any capital region in Europe but not the fastest in Norway, by the way. For about half of the countries in the EU, the capital region is not the fastest growing and this is the case here as well as Stavanger is growing more rapidly than Oslo-Akershus is. So we have a population growth here, in this region, about...for 19 per cent for the last 10 years as compared with 11 per cent for the country as a total. Of those 11 per cent, about 70 per cent of those are coming from net immigration from abroad. For Oslo-Akershus it's about 40 per cent. The difference is not so much domestic migration that...the recent migration stream into the capital region was not very large. Oslo has...Oslo municipality as a net deficit in migration the last few years. Akershus has a positive inflow but it's not very large. You will see maps, show that later today...I know, I find them quite misleading, by the way, you will see them later on. The main picture is that we have a huge immigration to the country, to absolutely all the regions in the country which means that also all regions and most municipalities are growing, has been doing so for the last few years.

What is special here is that this region has a very young population, which also brings a large birth surplus and that's more important. So the birth surplus and the immigration from abroad are the two main factors behind the population increase in the capital region here.

The average income is about 12 per cent higher in Oslo-Akershus, as compared to the rest of the country. But we have much more people with higher education here, it's 28 per cent in the rest of the country, 37 per cent here and if you state that the Oslo-Akershus share of the R and D expenses in the country with 24 per cent of the population, 41 per cent of the R and D expenses are invested in this region.

I'd just like to show you this one. The dark blue at the top is the main city regions within the country and it shows population development from 1966 to 2011, the red one are towns and

the light blue, at the bottom, they are the rural areas. And you can see a huge increase in population in...from 2005 in all kinds of regions, so what's the reason for that? The change of government in 2005? No.

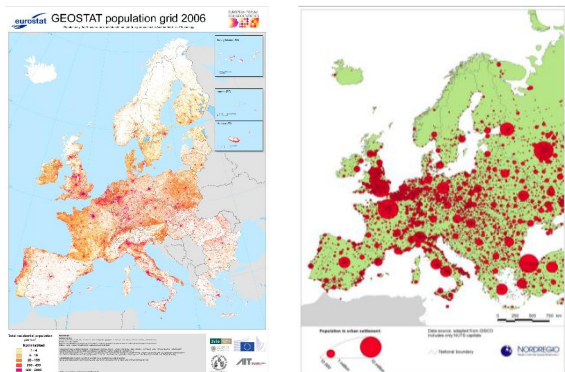
You can also notice that you have now a population increase in the rural parts of the country from 2009. That was the year when I came back to Norway. Might that be the reason? No. Of course, the reason is the extension of the European Union in 2004 and the free labour market that brought this huge labour migration, as mentioned before, especially from Sweden and Poland but also from a lot of other countries into Norway and that then explains a lot of the very, very strong population growth and not only in this city area but in the whole of the country.

One more statistical detail on this, the exports, the map to the left...the dark colours of a lot of exports and you can see that the Oslo region is the largest exporting region in Norway in absolute numbers. If you take it per capita, at the right hand side you can see the dark green is the basic exporting regions, that's along the west coast, not in this region so much. And, of course, my point here is that it is a mutual dependence between these two.

The Oslo stock exchange is number one in Europe in energy, it's number one Europe in shipping and it's number one in seafood globally. And, if you add to that the whole oil and gas industries, not only connected to the exploration but also to engineering you can then clearly see a division of labour where a lot of the exports are coming from the west coast which are strong both on seafood, energy and shipping. While the services are basically produced here that might be financing insurance, engineering services. And, so it's a clear division of labour a clear, also, mutual interdependence between the regions. And, I sometimes say that it's probably easier for the industries along the west coast to get a different bank than it is for the banks in Oslo to get a different industry. So it's obviously mutual dependence here and so Oslo is also dependant on what is happening in the rest of the country.

Hallgeir AALBU / 7-12

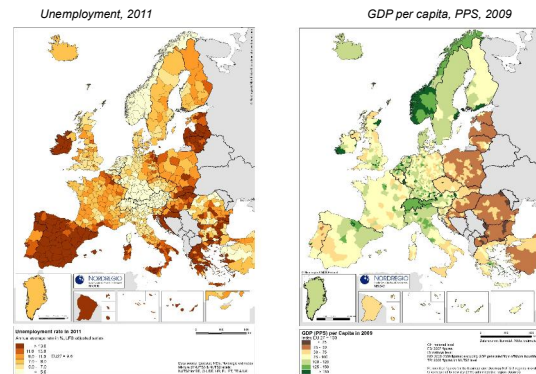
Low population density, weak urban structure...



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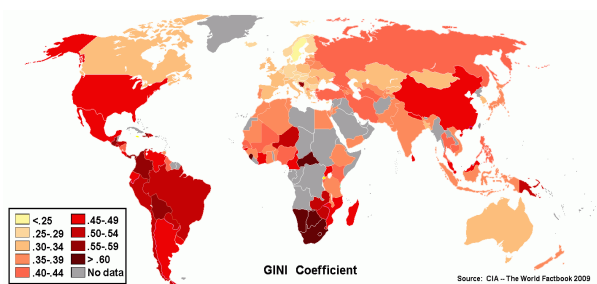
...but low unemployment and high GDP



8

Kommunal- og regionaldepartementet

Differences in national income equality, 2009



9

Kommunal- og regionaldepartementet

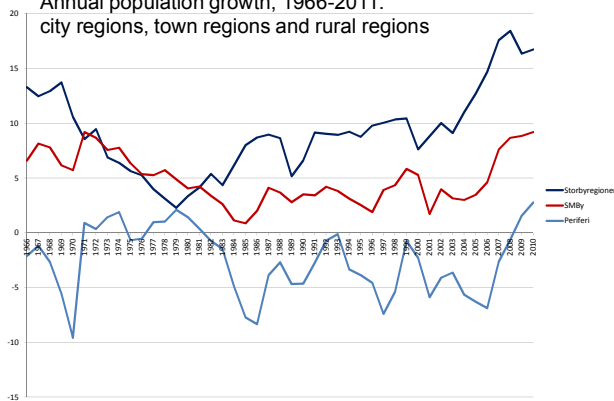
The capital region and the rest

	Oslo/Akershus	Norway
Area	2%	100%
Population, 1 January 2013	24%	100%
Population growth 2003-2013	19%	11%
Net foreign immigration 2003-2013	8%	7%
Unemployment, 2012 average	2,6%	2,5%
Average income, 2011, index	112	100
Persons with higher education	37%	28%
Share of R&D expenses, 2006	41%	100%

10

Kommunal- og regionaldepartementet

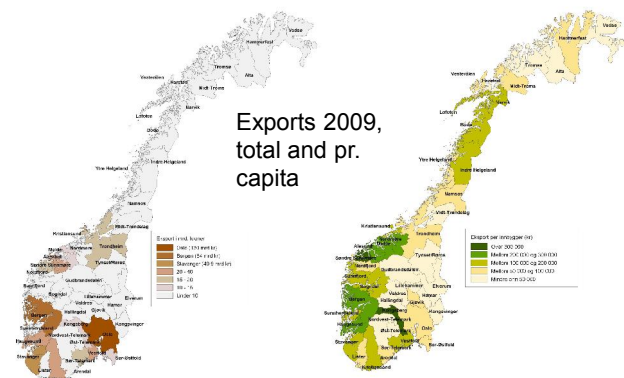
Annual population growth, 1966-2011:
city regions, town regions and rural regions



11

Kommunal- og regionaldepartementet

Exports 2009,
total and pr.
capita



12

Kommunal- og regionaldepartementet

13-18 Do we have a regional policy for the capital region? No but a national one. We have now heard about that need that we're...the European Union is promoting a territorial policy for all kinds of regions including the metropolitan ones. And they do have policies for that through the [inaudible 0:10:55] funds. Well, Norway as a non member don't [inaudible 0:10:59] funds. We could, of course, have had it if we wanted to, domestically, but we don't. On the other hand Oslo-Akershus benefit largely from the national section policies just as said, 40 per cent of the R and D Investments are in this region. You can see that in the course all kind of national programmes that a lot of the funding is falling down in this particular region.

We also know that we have a locally initiated transport infrastructure package. Well, three of them actually, the first one in 1990 and I'm sure you're going to hear more about that later. I notice that Mayor said that Oslo-Akershus were asked to have a planning corporation, I would say they were enforced. They have a record of collaboration transport but not in [inaudible 0:11:50] planning, as I see it. You have several cases like locational shopping centres...probably the most...the largest planning scandal we have in this country is just here, it's about the use of the old airfield just outside the city where Oslo and Akershus disagreed and the government told them to start co-operating better, which they did from 2009. The little map you see here is then showing where we do have regional policies in the way we define it in Norway and all this coloured territory, this altogether has 17 per cent of the population. So that's what we call regional policy is in that area and not so much here.

Some challenges then. Seen from outside, of course, I would say the very strong growth we have here obviously makes...you have...is driving the focus towards infrastructure, investments, housing, public transport. That's quite obvious that you would have to solve the problems you have. At the other hand, it might cause an inward orientation and the lack of incentives for change. Everything is going so well, why should we change anything? And I can see from outside the little tendency to be occupied by themselves and not so much thinking about the whole country, the whole situation. I say I don't find it very strange but still.

This region is dominated by services. We heard...Vitcheva talked about brown field development, we don't have any brown fields left here, basically. This city now is dominated

by services, about 90 per cent of the jobs are in services, six per cent in construction, which leaves a tiny five, six per cent in manufacturing. So this is purely a service economy. And, of course, it has been very successful in that transformation also. But, as I said, even if this is a service economy, these services are delivered, basically, to the rest of the country. And, so the service industry here is more dependent on the development in the rest of the country and in the basic industries we do have in this county.

Oslo is very globalised. About 25 per cent of the population are born abroad or have two parents born abroad, which is the same level as most cities, I think, in Europe. We have a very globalised industry, especially as...with those with seafood, oil, gas and transport sector but still, relatively limited number of headquarters. So it a little danger that the north European or Nordic headquarters are going elsewhere which might, in the long term, harm strategic investment in research and other things.

Also, you have a very high cost level. I don't know if any one of you have paid for yourselves anything yet? You can try to go to a restaurant and see the price of a bottle of wine. Just warn you, this very, very high price level, I'll show you some figures afterwards, but I find it's a risk of displacement to manufacturing and other...and service industries from not only from this region but also from the country. We can see now a clear tendency to division of the country between the regions that are connected to the growing export industries basically down in the west coast and more traditional industries, paper pulp, mechanic industries, chemical industries that all, now, are facing huge problems due to the very high cost level. So we are lucky to have these very strong growing industries, on the other hand they are driving out other industries from the country and, of course, that's also harmful for that part...parts of the land. And, of course, if the cost level continues growing as it has been doing the last years, it might even start harming the core industries. Statoil recently said that we're going to move now our administrative functions from the headquarters in Stavanger and move them abroad. So I see that...I find that there's a danger.

I'll just show you the figures. On the left hand side then you have the most expensive city in the world is Oslo, number two is London, number three is Zurich. On the right hand side are similar figures from 2004, different indicators, different number of cities, so we shouldn't take it too seriously. But my point is

that Oslo, at that time, was ranked number 15 and is now ranked number one. You cannot find similar jumps in this [inaudible 0:17:11] from anyone else. So I think there is something correct behind it. On the other hand then, we also have the highest wage levels, so it doesn't harm us very much just living here but it's not good for our competitiveness, I would say.

So opportunities then, well, we do have...if all statistics for innovation potential, R and D, education level, always shows that this region is top in Europe. Not necessarily the highest one in Norway, that is the Trondheim region but, anyway. So it is potential, then, to develop the strong clusters, to improve the co-operation between public R and D and companies to stimulate entrepreneurs with ambitions. I think, also, that's pretty much what the regional plans say they would do in the field of regional policy for this region. I would also look for a better co-operation and a more visible leadership within this region, we saw a very impressive show this morning with the two mayors side by side and common power point pictures, it's not always like that we should see the domestic policy, some would say.

Of course, it is also a possibility to have a more...to have a better international profile as a region for wealth and technology. I have been working as a consultant with benchmarking for the Stockholm region and they are comparing themselves with Copenhagen, Amsterdam, Helsinki. If you do the same here, you are comparing with Stockholm. So Oslo is comparing benchmarking towards Stockholm. For Stockholm, Oslo is not interesting at all to compare with. And, so it's...I would say that it must be a potential to really improve its profile and might be that this particular conference, these days, are part of that but what do I know about that?

Some...well, we do also have...something else you will see if you are walking around by yourselves and can listen to the local dialects, the strongest growing dialect in Oslo region is Swedish and since Norwegian can understand Swedish they don't have to speak...to learn Norwegian to work here. So we have...are in a danger of having some sort of [inaudible 0:19:34] economy with the foreigners providing the services, Swedes in the restaurants and the Polish plumbers. So they caused a strong labour immigration, it is also a very strong driver and I would not say that this is a problem yet but it might sometimes remind on the situation we have had in some southern European countries where you have a very strong price increase in housing, you are

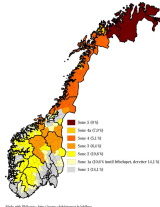
building new housing with foreign labour to get housing for the foreign labour and, of course, if you will then...the development in the future will very much depend on Norway still being this odd one out and still having a better development than our neighbouring countries where immigrants come from. The moment that changes then we will probably see the risk of a fold in the housing market and the less strong growth even here.

Some conclusions, then, first of all we have an extremely high score on all economic indicators, despite the peripheral location. So Norway, as a country and Oslo-Akershus in...particularly beats all the economic theories for where growth should be and why. And I think that's a point for...to analyse here as well, to look at the theories a little bit different and to see what's happening here and why it is like this and how they can maintain this particular good situation. Of course, the capital region here has the strongest population increase of all the European capitals and that creates a lot of growth pain and calls for a lot of infrastructure investments and you also will learn about that and with all the tunnels under the city...I suppose you have seen...walking around this morning that there is no traffic here and that's not because we are without cars, that's because the cars go in tunnels under the city. We also have a service economy, very much, but the service economy here now is not without any national competition. Even the service economy now is in a global worldwide competition. We have just been turning around the Costa Concordia this week, outside Italy, and the ropes to actually pull it over were made in the west coast. You had the blow out in the Mexican gulf, there were boats that actually blew it out, the blow out came from the west coast. So this is parts of the globally advanced services and manufacturing services as well integrated that for this large part has its headquarters here in Oslo.

So...and should be aware of the competitive...or the situation that we have...even if you have a very strong economy. We have less than three per cent unemployment, less than three per cent here and also in the rest of the country. It's...we are still in the global competition and should not be too lazy in that way. How it can be done...make that very good development continue, probably by better use of the region's innovation potential to the benefit of the whole country.

A regional policy for the capital region?

- Oslo/Akershus benefit from sector policies
- Locally initiated transport infrastructure packages, the first in 1990
- Enforced planning co-operation, 2009



- Outside EU = no Structural Fund programmes in Norway
- The regional policy area on the map has 17% of the population

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Kommunal- og regionaldepartementet

Some challenges

- Strong growth may cause an inward orientation and lack of incentives for change
- Dominated by services, but dependent on export industries in Western Norway
- Globalised, but few international headquarters
- High costs – risk of displacement of manufacturing and service industries

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Kommunal- og regionaldepartementet

Cost of Living Index – European cities

City	Expatisan, 2013 (Prague = 100)		Mercer, 2004 (New York = 100)	
	Rank	Index	Rank	Index
Oslo	1	260	15	96
London	2	257	2	119
Zurich	3	252	9	102
Paris	9	208	17	95
Copenhagen	12	204	8	102
Stockholm	13	203	22	90
Helsinki	17	188	23	89
Dublin	19	180	14	97
Brussels	29	163	53	82
Vilnius	92	97	91	72

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Kommunal- og regionaldepartementet

Some opportunities

- Utilise the high innovation potential
 - Develop the strong clusters
 - Improve co-operation between public R&D and companies
 - Stimulate entrepreneurs with ambitions
- Better co-operation and a more visible leadership within the region
- Improved international profile as a region for welfare and technology

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Kommunal- og regionaldepartementet

Conclusions

- High score on economic indicators, despite peripheral location
- Strongest population increase of all European capitals
- A service economy, but in worldwide competition
- Oslo/Akershus could make better use of the region's innovation potential

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Kommunal- og regionaldepartementet



Regional Planning cooperation in Oslo-Askerhus

- **Marit Øhrn LANGSLET**
Regional Planning Secretariat

1-6 I work in this new joint secretariat for the two counties for Oslo and Arkershus. We are five people now working there, I think most of them are here also today, so there will be a chance to discuss later. We are now in the middle of the process of making this new regional plan. And not only is it a work in progress but it's also the first of its kind here in our region. And that...because of that I will have to talk more about the process and the challenges than the solutions because we're not quite there yet. I also have to say that I have caught a case of the traditional Norwegian autumn cold, so if I have to sneeze you'll have to excuse me for that but we will hope this will go fine.

These are our common goals in the Oslo region. Oslo and Arkershus is part of a bigger region which is called the Oslo region, that is a co-operation that has been going on for years and these are the goals that have been a part of that co-operation. And now we continue with these goals in our formal planning process. The goals, as you can see, they're about effective land use and an efficient environmentally friendly transport system but they're also about economical competitiveness in Europe and as we have heard quite a lot about that now, the advantages and challenges we have on that part. What we can contribute with this plan is to make the region well functioning for businesses and also to make it attractive for the workforce that may want to live here and work here.

Also, both Oslo and Arkershus and Norway have very ambitious climate calls and we know that road traffic contributes to 60 per cent of the climate gas emissions in Norway and that it's also very important to have as a background and we believe that to meet these challenges we have to...the transport need will have to be met with public transport, walking and cycling.

And then I was going to tell you about the region. Now we have heard so much about this earlier today, so I'm not sure if I need to repeat all that. There's the strong economic base, we are the capital region that comes with a lot of institutions and businesses. And we have all this economical strength which also makes it...makes the immigration levels quite high.



The main background for this joint regional plan is the population growth. We are going to grow by 350,000 people over the next 20 year and, as we are only 1.2 million people, that's quite a lot...quite a big increase. And to meet the challenges that comes with this growth, the ministry of environment...now we have heard both asked and forced before and I was going to say instructed but the result is the same. They instructed to...Oslo and Arkershus to make...to work together on a joint regional plan. Of course, this growth not only gives us challenges but we also try to focus on the possibilities. As we have heard, we have a relatively low population, we are not so many people and we need more people to make also this region, which is the most densely populated region, to make this region work better to create better local services, better public transport. We need ... it's a good thing with a greater population base. So what are the important regional challenges for us?

First transport and as a region we are very concerned with the accessibility in the transport system, the congestion problems. The illustration on the left is not so easy to read but what it shows is if the traffic continues to grow as today, this is theoretically how many lanes we would have to add to our main roads to have queue free traffic in 2013. And it shows 12 new lanes in the middle of Oslo and up to 10 new lanes on the main roads into Oslo and of course this is a kind of absurd illustration but it also shows that of course this is impossible, we can't solve anything with building more roads.

On the right we have the other major challenge in our region, which is also a great resource because we have a very green region. We have the main recreational areas that are protected by law in the dark green and we have the

important agricultural areas in the yellow and orange.

Akershus is actually the biggest producer of grain in the whole of Norway so here we have a challenge because many of these high quality agricultural areas lies very close to our public transport nodes. And these are the exact same areas that we have to densify and populate more to reach ... to not have this picture on the left. So we have to do this right and this is something that we have to solve through this planning process. The city of Oslo and Akershus county are the planning authorities for this regional plan. In Norway, as we heard earlier, the municipalities, they are in charge of the land use and county instead, they share the responsibility for the transport system.

In our area we have two counties and we have 23 municipalities, 22 in Akershus and Oslo is also a municipality so Oslo is both county and municipality. In all this luckily we only have one state but of course this state has many departments, both in transport and different protection authorities. So it's a very complex picture, as I guess is the same case in all of your regions. So the Planning and Building Act states very clearly that a regional plan shall form the basis of the activities of all of these actors in the region. So the plan can be very binding, we have the tools to make this plan very binding but we don't know yet how binding it is necessary for it to be and how binding the actors in this region wants the plan to be. So this is one of the major questions we're working with.

How much will this plan affect the municipality's ability to decide over their own land use and how shall we use this plan to commit the national authorities to follow up with transport infrastructure? Either way we have to make this work and the actors must want to work together. That is not so easy because we don't have a great tradition for working with regional planning in this way in our countries and we don't know exactly what to expect from a plan like this. So that is why we try to focus heavily on communication and information and talking with all the actors throughout this process.

Joint regional plan for land use and transportation in Oslo and Akershus



Metrex autumn conference, 19 Sept 2013
Marit Øhrn Langslet, Regional Planning Secretariat



About Oslo/Akershus

- 1,2 mill. inhabitants
- Strong economic base: maritime, energy sectors, capital city
- 2 universities, 5 major hospitals, business and government headquarters
- Low unemployment (< 3%), high education level and relatively small socio-economic differences
- High level (75 %) of owner-occupied and cooperative housing
- High levels of immigration, 25 % foreign background in Oslo
 - Poland and Baltic States increasingly important
- Transport hub:
 - National port & national airport (20 mill pass)
 - Regional rail and road hub
 - High proportion public transport – high commuting from the region

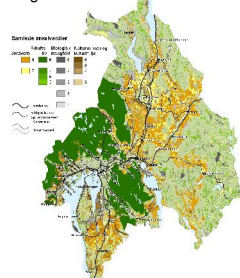


Important challenges

Transport:
Climate, accessibility and availability



Land-use:
Preservation of the green structure and agricultural land



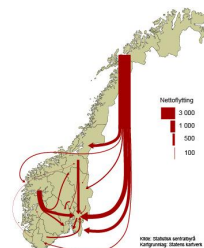
Collective goals

- ✓ Economically competitive and sustainable region in Europe.
- ✓ Effective land-use based on the principles of polycentric development and preservation of the overall green structure.
- ✓ A transport system that is effective, environmentally friendly, available for everyone and with the lowest possible reliance on cars.



Background for the joint regional plan

- ✓ The population in Oslo and Akershus is expected to increase by 350 000 people over the next 20 years.
- ✓ The number of jobs is expected to increase by 8-9000 per year.
- ✓ In order to facilitate this growth Oslo and Akershus need to coordinate their land-use and transport planning.



Organisation

- City of Oslo and Akershus County Council are regional planning authorities
- The city of Oslo + 22 municipalities in Akershus have responsibility for land-use and services
- Responsibility for transport is shared between state, county and municipalities



7-12 So a little bit about the phases and progression. The whole work with the plan is supposed to take two years. From we got the assignment until we have a plan proposal. We are divided into three faces, we have had the assessment phase, we are finished with that now. Now we are into the discussion phase, this bottom, after that and parallel with that we're going to make the plan proposal. After I will present for you some results of the assessment phase and the result of this phase has also resulted in this discussion document that you see here that we have some printed versions of outside, I think, for those of you who mastered the regional language. We also made discussion questions for all the actors to discuss and answer through this discussion phase.

This is also a participation phase and we have meetings with all the actors, both separately and together and with the politicians, with the civil servants and we spend a lot of time doing this. And not only in this phase but in the whole process because, as I said, it's crucial that all the parties want to make this work, it's not enough to make a plan. So we have asked all the actors to give us input during this phase and then we will make the plan.

About the assessment phase, we have had a model based approach that means that we have made these three models of how the region could develop towards 2030. And they have been the basis of these impact assessments that I will tell you a little bit about later. They are not to be understood as alternatives, we are not going to pick one of these but we're going to make ... to use the knowledge that we get out from these assessments. That has been quite difficult to communicate with all the actors because it's easy to start thinking that this is how it's going to be. But it's a way to gain knowledge.

The first model on the left, I don't know if you see it so well, but it shows a continuation of today's municipal master plans. So just to toll the master plans together and we see where the growth in the region will come if these master plans are being followed. And what we see is that we get quite a lot of concentrated growth in the central areas and the urban areas, at the same time as we ... that there will be a lot of more sprawling growth, especially in the outlying areas of Akershus. So this works both ways.

The second model is a strong regional concentration of the growth, the aim with this model is to try to show what will happen if we

create stronger cities also outside of Oslo so we get the more polycentric region than we have today. The third model is a more ... is also concentration of the growth but it's distributed in more and smaller towns and we have a lot of small towns in Akershus especially. And the aim with this model is to show the consequences of strengthening the population basis in the smaller towns to create better range of services and more walking and cycling.

These three models, as I said, have ... we are using as the basis for impact assessments and these are the topics that we have got reports on and looked into. It's business development, residential development or housing market, transport, reduction of land assets, the green areas and municipal economy. Now I will go through some highlights of this together with, or combined with these discussion questions that we have asked the actors to discuss in this phase.

The first question is whether the actors in the region can commit to prioritise some places and public transport connections over time. And for some municipalities this will maybe mean concentrating on one or two places instead of five or six. So for some municipalities this will be quite radical and for some it's not a big deal. The reason we ask this is that actually all the impact assessments that we have, they are pointing in different directions, but they agree on one thing and that is that we have to concentrate our growth more than we see in the municipal master plans today.

That will give a smaller impact on the land assets and of course the more efficient public transport system. Another interesting finding is from the housing market assessment. As you see on the right side here, Oslo has a high percentage of apartments today, apartments these are homes and the share of apartments is green, the blue is single family homes and the red is the connected houses. And in Oslo we have a high share of apartments, in Akershus we have a high share of single and family homes and small houses. And in both counties we see that we have an increasing share of elderly people and smaller households.

So the housing market assessment told us that building of apartments is what is in demand in our region. And not only that but building our apartments is also what will create this dynamic in the housing market that we also want. So that if you build apartments centrally in your local community that will indirectly attract families because they will move into the homes, the houses that the people will move

out from. So this is an important finding and the discussion then is whether these small towns that we get will only consist of elderly people. Will the apartments ... will anybody else want to live there?

And it's a paradox but we think we have to use time for this and that this will even out over time and we think that we have to start building these urban structures now anyway. And the reason for this is, like I said before, we need, in many of the small places in Akershus, a better ... we need more people, we need better population basis to get the local services, trade, to get more local jobs and thereby to make it possible for people to cycle and walk in their daily life. Our business impact assessment told us that we need a critical mass of 10,000 people in a place to be able to provide the services that you need in your daily life.

Of course we can discuss this number, is 10,000 the right number? But logic I think is valid. All these good intentions don't change the fact that there is a lot of other concerns that a municipality have to think about when they work with their local plans. First of all we are a very diverse region, there is a lot of quality in the rural areas that the municipalities want to keep. And there are local communities that they want to keep and school structures, that needs to be thought about. So we need a discussion about this because we have to manage both, we have to keep the local concerns and we also have to concentrate our growth to make sure that we get to our regional goals.

And then next question, what needs to be done to maintain the positive trend in the use of public transport? We have had a very positive trend in the public transport and in both Oslo and Akershus the last five years. Again, difficult to read but these lines show the growth in the use of public transport in Oslo and Akershus in green and red. The growth in population in yellow, and the growth in car traffic in blue in Oslo and Akershus. And what we see is that the last five years the growth in public transport has been bigger than the population growth and the car growth. So this is very positive.

When we asked the transport assessors, the consultants, about our three models and what is most positive for transport, they say that the more concentrated the growth is and the closer the concentration is to Oslo, the less growth in car use. So if you have a pure transportation perspective then all the growth should come in Oslo. Of course we know that there are a lot of different other concerns and that this is not

realistic. So how do we manage then to keep up this positive trend?

We know that there is a big potential for increased walking and cycling share, not only in Oslo but also in Akershus, or especially in Akershus. This has to do with what I talked about before, making these small places work so that it is actually possible to walk and cycle in the daily life and we have to utilise the infrastructure that we have and that we have planned. The transport system that we will have in 2030 is almost, or in broad perspective, it's almost the same as the one we have today. And the big projects that we're going to build, that is a part of Oslo package 3, that you will hear more about, we know which projects, which big projects we will have.

So we have to work together to build up and utilise this system that we have. And then also the transport analysts told us that the land use and transport measures are not enough to get to our regional goals. We have to have also other measures, more restrictive measures like parking for example. So this is also something that we have to do work with. Then we have the question about the business development. Should we focus specifically on a few places with the intention of long-term commercial development?

Today what we call the knowledge based company or the service industry or what you would call it, the big offices concerned with technology and maritime sector, the finance, etc, they are concentrated in the centre of Oslo and in the western municipality of Oslo, Byen as we will hear a little bit about after. These are also the areas with the highest employment levels and the northeastern and the southern corridor out from Oslo have much less of these jobs. And of course from a regional perspective it would be very positive to have these kind of jobs also in the other regions and that is for one part because of the transport system, it would ... these are regional jobs and create a lot of commuting.

The illustration on the right here shows the intensity of the commuting in the region and if we had more nodes for these kinds of business, these industries, it would create a better balance in our transport system. This business impact assessment told us that this is very difficult to create new nodes for these kind of industries or businesses and also it's only so much the public sector can do to help this development. And I said that if you're going to have these kind of nodes in the southern and northeastern corridor, then we have to think

regionally and have this as a common goal and work to it over time.

That would, for example, mean to prioritise more of our infrastructure money into these places than we have today. So this is a major question that everybody should discuss, are we willing to do this? Now I have only three minutes and the most important question left and that is about the plan itself. Because we, as we haven't done this before, we are uncertain of how binding this plan should be and how detailed it should be.

Phases and progression

Assessment

Spring 2012 - Summer 2013

Discussion

Autumn 2013

Conclusion and plan

Spring 2014

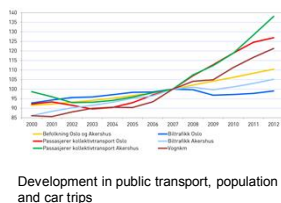


Topics which are assessed

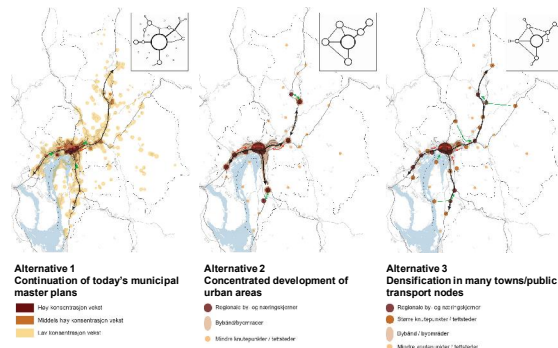
- Business development
- Residential development
- Transport
- Reduction of land assets
- Municipal economy

What needs to be done to maintain the positive trend in the use of public transport?

- Positive development in public transport the last five years.
- Concentrated development of urban areas is by far the best strategy in a transport perspective
- Big potential for increased walking and cycling
- Utilize existing infrastructure



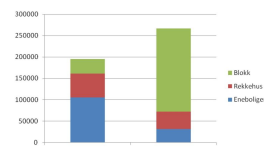
Three models for 2030 assessed



Can we commit to a prioritisation of some nodes and principal axes for public transport?

More concentrated development:

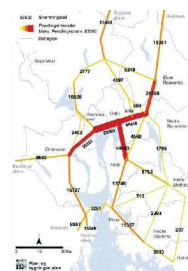
- Smaller impact on land assets
- More efficient public transport
- Better circulation in housing market
- Better population basis for local services, more people can cycle and walk to daily activities



How can local concerns be safeguarded with a more concentrated development pattern?

Should we focus specifically on a few places with the intention of long-term commercial development?

- Education level and skilled jobs are unevenly distributed
- Difficult to build up new hubs for knowledge-based companies
- Potential new locations in the should be focused on with a long-term perspective



13-14 The Planning and Building Act states that this should be the basis but it doesn't clearly say how it should be the basis. We need to provide predictability for the municipalities and all the actors so that it becomes easier to plan, less objections for example. At the same time we need it to be flexible enough so that we allow local development and we allow the municipalities their land use, the control over their own land use to some extent. We need to find this balance and this is a very important question in the process that we are in.

The way it looks now the plan will be quite principled and quite strategic. We will have a strategic map with the important urban cores and the important transport connections and of course the important green areas where we will not build. But we have to leave the concrete solutions and the development choices to the municipalities. And then of course there is the question of guidelines or more legally binding provisions. And the last question here is about further agreements. Is the plan in itself enough to commit all the actors or do we need further agreements to make sure that this will be implemented and make sure that the parties commit.

For example, can that be when it comes to infrastructure investments and where different actors need to share the costs. So these are a lot of questions that we now pose and we look forward to seeing the results of this discussion phase so follow us. Unfortunately our website is only in Norwegian but feel free to try it.

What is important to clarify in the regional plan and how detailed should it be?

- A strategic plan that gives flexibility, but also provides clear guidelines and predictability.
- Strategic map which shows the structure of urban centre structure/public transport nodes, most important public transport axes, structure of agricultural, nature and recreational areas.
- Guidelines and/or provisions.

Do mutual expectations need to be followed up with agreements?

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Comments from three European metropolises, a local Municipality and the City of Oslo

- European metropolises - Stockholm, Wien and Paris
- Local Municipality of Baerum
- City of Oslo

Jessica Anderson: Stockholm

We have seen the presentation in advance and have read it with great interest and see quite a lot of similarities between the planning that you're in the process of making now and the planning that we have been doing in Stockholm and are in the process of doing. And we see quite a lot of similarities, both when it comes to the geographical and spatial outcomes and the structures. You have shown both the green and the infrastructure as challenges and we see the same in Stockholm and have seen the same and we have also seen quite a lot of similarities in how are you trying to develop this plan that we did in Stockholm.

We have a plan that was adopted in 2010, a regional development plan. As far as we see it you address the importance of the agricultural land in a very different way than we do, we do not have that kind of regulations that you do. But we see also an increasing interest of the urban rural perspective, much due to adaptation issues I would say. The main challenge, as I understand it, how to facilitate and accommodate the strong growth is something that we share with you. And we have understood that this is a land use and transport plan but still in Stockholm we have addressed the main challenge to be the social dimension, the social sustainability is one of our main challenges in creating a robust land use and transport plan. And we didn't hear much or see that in this presentation so that is something that we are quite interested in, how you approach those issues when creating a robust land use and transport plan.

In Sweden our regional plan is not legally binding therefore we put a lot of effort into the process of making the plan because without acceptance of the plan, very low implementation, we think. And we have not the same administration and organisation but similar, we have 26 municipalities and we have one county being responsible for the regional plan. But we have not the implementation strength or mandate so from our point of view,



and I think it's important for you as well, this discussion and dialogue that you are getting into right now is extremely important in order to have a proper ... or the implementation that you want to have.

This two year planning process that you have described here seems to us quite short in order to get that acceptance. When we adopted the regional development plan in Stockholm in 2010, there was a process of approximately four years before that with several discussions in order to review, revisit, have several dialogues in order to get the acceptance. So it seems very ambitious and quite a short time span in order to get it all going.

You also talked about the model place planning approach which we used as well and I think it's interesting, in a good way, to get forward, even though we also recognise this confusion with alternatives in order to make a good discussion and that it's not really alternatives. But something I thought of when you described the assessments is that also there, even though it's a land use and transport plan, where do you assess the social robustness and the adaptation robustness in the this land use and transport planning? Because you talked quite a lot about financing and transport issues which are also important but the assessment, the consequences of the other questions I think needs to be addressed also, in order to make the dialogue with the partners reliable.

Then of course we envy your transport figures, we're quite curious in knowing how you have managed to increase the public transport without this regional plan and perhaps that will be even better now. We are not in the same position in Stockholm so that will be interesting to hear more about in the future.

As I said this – something that we talked about quite early in the process and I think is very important to have a clear vision about when you adopt the plan is how to implement it. When the plan is adopted what is your plan for the process forward of implementation? For one thing, we talked almost two years in advance of the adaptation of the plan on how to get going in fields where you do not see a clear responsible actor. So we have chosen to work with action programmes within some certain fields; education for example and the system of development, sub-regional course which you also have in your plan, which we have in Stockholm and an action programme to get that implementation going. So you don't just adopt a plan and leave it there and hopefully somebody will keep on working with it.

Then some final reflections that we make when we saw your presentation; since we are in the process right now reviewing our plan, our plan was adopted in 2010 and it's well adopted in 2016 and we are now in the middle of it. Some learnings that we have made now and talk quite a lot about, is how important it is to, early in the process of making a plan, start talking about indicators and system to follow the plan up. Because if you start doing that too late it's difficult when the plan is adopted to try to track the development and the importance of the different factors in the plan.

We have a lot of green figures in Stockholm that says things are going well, but we also have [Radox 02.21] and it's quite difficult for us at this moment to track whether the regional, in which perspective the regional plan, should be changed or revised due to the adaptation in 2010.

Also about one of your final questions about how detailed the plan should be. Our plan document in Stockholm is quite a thick one and we talk a lot about the strategic level and how important it is that it's flexible. But we have also found out we have the 26 municipalities as I said in Stockholm, how important it is for them, the detailed part of the plan. Our plan is very detailed in some data that is given as additional material to the plan and some of the municipalities, even in the growing region of Stockholm has scarce resources in staff and GIS systems and stuff like that. The implementation, the fastness of the implementation in the plan is very much due to us providing the data to make it easy for those who have the money to implement, to actually do it. So we think it's very important to combine the strategic level with providing the right

material in order to be able to implement. I think I'll stop there.

Marit Øhrn Langslet: I can comment on a few points. I think there's the social sustainability point that you make is very interesting and that is not implemented in our assignment or our goals and maybe that is because we have a relatively low differences in the social economic area today, but this might change and as this is the first generation plan this may be something that can develop. We will see.

As for the two years and making a commitment in two years, it's very ambitious, we agree. But it also has a strength because you can get kind of a drive and everybody's now aware that this is happening right now, so the intensity of the discussions are quite high. So it can work we think.

When it comes to implementation and the review and things like that I think we will have to pay you another visit in the Stockholm region and learn a little bit about how you do these things.

Michel Rosenburger: Vienna

I want to make my comments from more a long history of regional plans with little impact in Vienna I must say, so I guess I have four points I have written down. One is that I think the assessment of the important questions you have made is very complete and I think it's true everywhere. I think everybody can say this, are they important questions and they come as no surprise to me. I think they are correct and I think it's important to have these facts and also to share it with the actors in the region because it's not obvious to everyone the fact components, where it's important to base it on these principles.

The second thing I wanted to say is about the approach that you will now follow up on. I think it is really important to agree on principles first, to have in the region to discuss the principles, the goals that one wants to reach. Then in the second phase start to negotiate who does what, or who contributes what because I have the feeling that we often start with our own self interest and don't really listen to the overall principles. But I think if we have the overall principles first, like avoiding some sorts of traffic, or conserving this amount of land and then start, who does what, is a better strategy. I think you mentioned it anyway, I think we should leave the solutions open to the local level as much as we can and only agree on the principles that each municipality or each sub region has to deliver to these goals. I think this is a better way forward.

The third thing I wanted to mention is respect to the hidden agenda. When we talk with regional actors and municipalities in the Vienna region during coffee break or in informal settings then people tell me that they more or less aim for the opposite of what is the official plan. I mean everybody wants to slowly grow and not really change much of what they had in the past, so the desire and also the political necessity is often the opposite of what our formal and analysed plans call for. So I think there's hidden agenda in necessity, yes it's very relevant and so I would say bluntly we must, this plan or this implementation process has to reward cooperation and it must penalise violations. It must be visible and it must be monitored and we really must make sure that we catch the ones who defect from this strategy, because often the strategy or the plan is just there and everybody looks away and everybody does their own thing and eventually we find out that it didn't work; a big surprise. I think we must be very strong about this reward and punishment scheme to make it work. At least

that's what I think is true for Vienna, I don't know about here.

The last thing I wanted to say, you talked about benefits of cooperation, like better local services, better public transport and other benefits that you expect and I think we must really sell these benefits to the public and we must show that it is worthwhile to enter into this agreement. I think also speaking to the local politicians maybe, to the little mayor of a principality, we must give them something to sell locally. Why are we foregoing maybe the shopping centre that would bring tax revenues for some local, for some regional plan, we must give them something in return and tell them, okay you will get the metro station or you will get this or that. Because otherwise I think, it's always easier to go for the quick success and not accept the general plans for the region.

So these are four very general comments but I think in the phase ahead and in the workings ahead of you, I think you maybe can use some of these experiences.

Nicholas La Rol: Paris

I'd just like to ask a question first, who is going to vote, to adopt the plan in the end? who is going to vote?

Marit Øhrn Langslet : The city of Oslo and the county council of Akershus. Altogether at the regional level. Two parallel decisions.

So in Paris we are just finishing the, Paris Regional Masterplan which is the fourth in 50 years. It's going to be adopted by the regional council next month and for the first time the regional council and not the central government was responsible for the regional masterplan of Paris and its region, which is 12 million inhabitants.

Three things that I really liked about your presentations, one image and two notions. The Christaller like diagrams that you showed. We all know that Christaller Central Place Theory does not apply in a lot of places, if any, but I think the diagrams that he's promoted with hubs and spokes at various levels are still a very, very good way of discussing regional planning, especially with local authorities. A very good way to go back and forth between simplicity and complexity, a very good way for us at least to discuss the right balance between what we have called radial polycentricity and circular polycentricity. In radial polycentricity, what you cannot find in a certain place you will find it in another place of a higher level. In circular polycentricity, what you cannot find in a certain place you will find it in another place of the same level, that will be complementary to the first place. For instance our higher education pattern is quite a complex mix of both radial polycentricity and circular polycentricity.

The other thing that I really liked, the first notion is predictability. I think very, very often regional planning is about distributing growth between local authorities and if you start like this then the major question is going to be, how much growth will I get, or how big will I appear on the diagram? If you start a different way, just by asking local authorities what do they want to know about the future that can only be, at least partly secured by the regional level. What is the information you need that only the regional level can give you? As you mentioned in Vienna where will the shopping centre be, where will be the big stadium and so on. This difference between distributing growth and giving predictability reminds me of a mother of ten children that was asked, how do you divide your love into ten children and she said, well I'm not dividing it, I'm multiplying it. With growth, you mostly divide things, with

predictability, you multiply things and it's something that you need to think of. It's been very, very hard for us to offer predictability because at the same time we were discussing the regional masterplan. There was a huge chant in the national regulation on local authorities and local tax and this was very weakening for the predictability. We could not, as you did, we could not use municipal economy, if I understand is level taxes and level of social benefits and so on, we could not use it as a criterion in assessing our plan because it was so changing every day.

The last thing I would like to mention is flexibility, as you, not opposed it, but you put it in balance with predictability and, well of course if predictability – sorry if flexibility means that everyone can do whatever he wants, that any local authority can deny its commitment to the regional plan in order to please an investor or in order to seize a major opportunity then flexibility cannot be acceptable. Because it will weaken predictability for everyone else, including international private investors and even sometimes the local authority's own population. But if flexibility means that everyone has to collectively adapt to unexpected conditions then it has to be promoted, then it has to be sourced in advance in the implementation process. For instance, it's a very big issue for us because if the central government gave us very high housing construction, housing building goals there is a big chance that we don't reach these goals. So if for instance the figure was divided into 75% of their housing construction would be directed towards places that are pertinent at regional level but very, very difficult to mobilise and 25% could be directed to areas that are not so fortunate at regional level, but much easier to mobilise. If we only do half of our expected figure of housing construction, then the areas that are most easy to mobilise they will do their same share, which will become not only 25% but 50% now. So the overall regional balance will be broken up and that's something that is a real issue for us and we did not find any trick to secure that.

There is something that is quite similar between Oslo and Paris that would work together, is the fact that we both have a very steep density gradient between centre and [19.27] and it is very, very strong. That means that you are improving your local preferences, both in the metropolitan core, the green belt and what we call the rural belt. Even if the three belts are improving their local preferences then the overall regional preference can just fall slightly, just because

the belts with lower preferences are just growing faster and they are pooling the regional average down. It's something that's very, very hard to fight against so I wanted to mention this, what we call the belt paradox that is a very strong trend in our, in the evolution of our regional of the last 30 years.

Arthur Wøhni: Bærum

And at last, the life of a planner is sometimes this.

1-8 This is Bærum a green and a little rural neighbourhood also. Some facts, we are a large municipality in which, in [21.41] but with a rural identity in a metropolitan area, which makes some challenges.

My core issue today is to say something about, that the challenge of planning are not comfortable with organisational planning. That's why we have this planning body which is not exact in align. But there are some, sometimes I am happy like the teddy bear in the end of this little picture, [22.18], this political structure of the Oslo and county, you see Byron is the next neighbour in the west of Oslo. Even this, 22 municipality and one major city is not compared with what we can call the Greater Oslo area which is even more – and it's always hard to define the border, where to set the border for this planning approach. Some issues will indicate this even more, as we said their municipality planning is the mother of all traffic. In that sense, that how we build our municipality in Oslo and surround Oslo is making traffic or making less traffic. So the idea of combining the land use and traffic in planning systems is very important. But as Paris is mentioned, their metropolitan area is making more, less dense as you go up further. But where is the border between Oslo and Byron you can see from Google, it's here, but the suburban area is growing with a continuity throughout Oslo to Byron and even for the rest, this time it's in northern-east direction.

This is the Norwegian planning system, or a traditional planning system. In some way this is state or top down planning, we have some tradition for. In some way a little programme that, the planning on the municipality level is often where we have the best success with comprehensive planning. The content and state are not good in comprehensive planning, they are more sartorial bodies. But it's very challenging to make a good comprehensive plan on municipality level, it's even more difficult on content and state because in some way what we are discussing in this planning body in the county and in Oslo is - you have to combine the municipality planning, some of the country planning and some of the state planning. Because the solution to this is funding from the state according to transport infrastructure, but also the solution is how to make the municipalities make a land use plan that is built up under good intentions for traffic planning. So this is the challenge.

A view of regional planning from one of Oslo's neighbours



Sandvika - Bærum

Mr. Arthur Wøhni
Head of the municipal planning department
Municipal of Bærum

Bærum in numbers

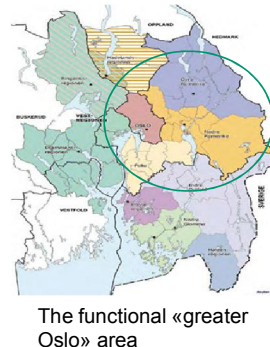
- Population 2012: 115 000
- 191 km²
- 106 nationalities
- 44.000 homes – 34% single-family residences
- Average income: 30% higher than in other larger cities in the country
- 60.300 workplaces and approximately 52.500 employees living in the municipal
- 80 of the firms have more than 100 employees



The challenges of planning are not compatible with the organisation of planning!

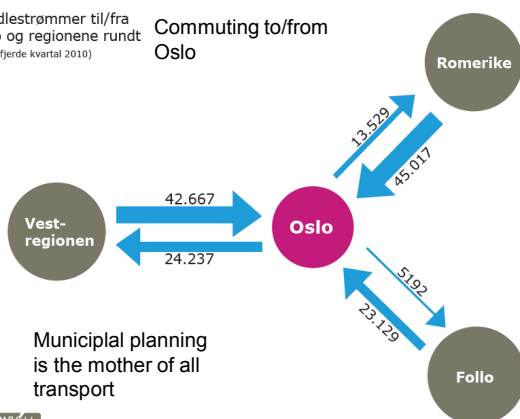


The political organisation

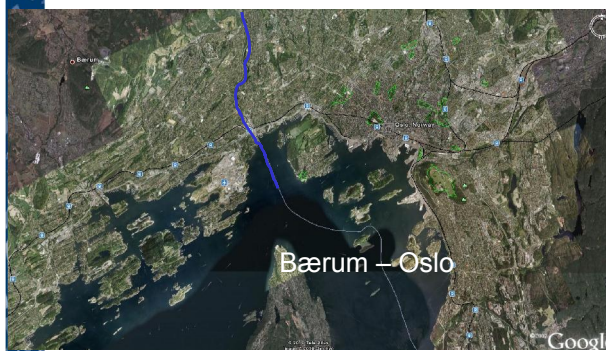


Pendlestrømmer til/fra Oslo og regionene rundt (SSB, fjerde kvartal 2010)

Commuting to/from Oslo

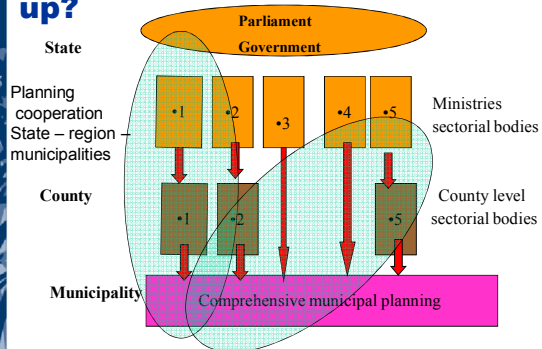


Can you see the border?

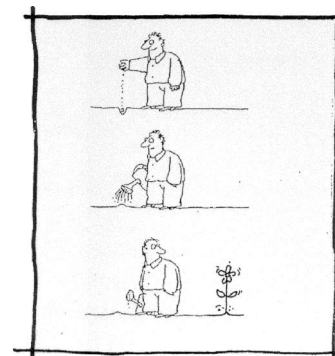


The Norwegian planning system top down- or bottom up?

BÆRUM KOMMUNE



BÆRUM KOMMUNE



Good intentions

Taking care

Getting results

Peter Austin: Oslo

First, the most important thing seen from the perspective of the city of Oslo is that there is a big growth challenge, at the same time we can that we embrace the benefits that growth will give us. Size does matter. We are now in Norway's one urban region, as you saw from the maps earlier, and if the Norwegian economy and society is to succeed then we have to succeed in this region. We very clearly recognise that the city and our neighbours, we're not able to resolve all these strategic challenges individually, we are 23 municipalities within this metropolitan area and we have to work together to resolve these things.

As it was very cleared showed just now, boundaries have changed and they no longer, the formal administrative boundaries really do no longer match the realities of the markets, whether it's the labour markets, the real estate markets or the housing markets. So we have to respond in a way that is perhaps a little bit more matching the realities as they are on the ground.

As we travel out from the centre of Oslo on the train, or the bus, or the boat, or even in the car the landscape will change from high density housing and offices and historical buildings, gradually moving out and you see more forests and farmland and of course small towns and villages. The question is of course whether we're really moving into a rural area or just a change of landscape? I think the answer to that today is perhaps different from what it would've been 50 years ago.

Looking at what we're doing now, we're moving from a compulsory situation to a situation where the city of Oslo and the county of Akershus are very happy to be working together and I think there's a view that this is now a voluntary joint planning exercise. But the situation of being in a core city relating to 22 neighbouring municipalities if of course always in the context of asymmetry, both in size and context and the activities that are going on in the different parts of the region. But we have to deal with that and as well as that dealing with the tiers of government. So we're moving from, we have to find an intelligent and smart ways of moving from a regional strategy to delivering through local and sectoral responsibilities, that is our challenge, getting it all tied together. Looked at from the other perspective as a number of people have said, we also need to change the perspective from local independence, which of course everybody wants.

To actually finding the common cause and in doing so that means we will have to get a level of detail that will work and that we can implement in a way that succeeds

I think there's a genuine apprehension here about creating a plan that will look very nice on paper, perhaps printed on many pages and a lot of nice maps that will collect a lot of dust on the shelves in the year ahead without being used. On the other hand, the plan may be so detailed and so comprehensive and so legally binding that it will frighten everybody right from the start and we'll be left with something which will create too many challenges in actually managing. So we have to find this balance. And I think all the advice we've had so far during this process... and I would like to say that the presentations today are also based very largely on discussions that our colleagues have made at home, very, very helpful work, and we've had some printed... some actual written material as well.

Very short comment on the comments we've had: it seems that the question of farmland protection is rather a special Norwegian issue. I wasn't quite so aware of this, although perhaps I should have been. But it seems to be a challenge that, on the one hand, has led to a fairly compact development, but perhaps in the wrong places. So this we have to deal with ourselves.

The question of the social aspects are already partly dealt with in the impact analysis that has been done; there's perhaps space for thinking about that one more time. The long time scale; we have, of course been working on this also at the political level for three years before the actual two year planning process started. So there's been a long process already before we got to where we are. But these things do take time and the more discussions we have, the closer we'll get to the goal. The input from Nicolas from Paris was very helpful; I think we can all benefit from a strong theoretical perspective. A researcher colleague of mine always used to say, there's nothing more practical than a good theory. And I think, in this case, we could all benefit by going back to the textbooks now and again and really checking out that we're doing the right things here.

The balance between flexibility and predictability, I think, is a very helpful discussion that we can use as we work towards the implementation phase. The comments from a colleague from Vienna, the political goals that have been approved already in quite a lengthy process in advance of getting where

we are, I think, do have a broad support. I would anticipate that, in the final stages of getting this plan approved, there'll be more discussions on that and it will be fine-tuned in accordance with where we are at that stage.

Dealing with the benefits and losses for stakeholders is obviously an important part of it; that's another way of looking at this implementation question. How to actually get municipalities on board which may, in one aspect, feel they're losing out but, in another context, if we can look at the whole, we can actually show they will be benefiting from it. I think that's a very helpful perspective which we can use. To our colleagues from Bærum, we look forward to cooperating in the years ahead (laughing). I think there's a very good example, really, looking at the situation in Bærum. Many of you will be taking the bus this afternoon out to visit the former airport site, which is, as an earlier speaker said today, one of the biggest... I would say one of the biggest planning scandals in this country in the last 20 years. We'll hear more about that later. But I think that is also about the relationship between the city of Oslo and the municipality of Bærum, but also with the national government involved as the third player. We have very heavy traffic in both directions. I expect it will continue, but we'll learn to manage it as well as we can (laughing). So thank you very much again all the contributions and we look forward to the discussions in the next day or two.

QUESTIONS?

Q1: I wonder if there's any registration going on, on the present loss of agricultural fields, soil in the Akershus and can you say anything about the tendencies, if there are any registrations?

Marit Øhrn Langslet: We don't... We haven't done registrations on how much land that has been lost in the past. I know the (inaudible 0:05:25) – I'm not sure the English term – they have these kind of registrations, I think. What we have done in our impact analysis on land assets is to see in what degree the municipal master plans will affect the agricultural land. And that is one of the reasons why we conclude on more concentrated development, of course.

Peter Austin: It's a while ago since I looked at the figures, but there was quite a substantial loss of farmland during the 1990s. This wasn't due to urban expansion; this was due to motorway building and airport construction. At the moment, the potential loss of land from urban expansion is very, very small and national studies have been conducted that show that, if there's a scattered development pattern, the loss of agricultural land through necessary infrastructure will be much bigger than through an incremental and infill urban expansion in the central areas.

Moderator: We know from a European study that even if this sounds paradoxical that we are focusing on farmland, a mountainous study of all the countries in Europe shows that Norway is more than... 90% of Norwegian territory is mountains. So farmland is very important. Anybody else? There is a lady behind there.

Q2: I spent ten years as a regional planner in Chicago and went through many... or two comprehensive planning processes. And in thinking about plans being binding or not binding, in the States are plans are not very binding – our regional plans. So therefore public participation became a huge part of our planning process, because it becomes much more about process than the legalities of binding plans. So I'm a little bit curious about some of your planning processes and how much it involved public participation and getting people on board with implementation, as opposed to the legalities of implementing.

Peter Austin: The planning process at the regional level here has got a very... quite an unusual participation phase built in. Our

colleague, (inaudible 0:08:23) sitting in the side here is the Information Officer for the process. There's a website, which is a very actively used website. There's a very broad involvement of the municipalities. There's a very precise involvement of the business sector in the region and we have a number of meetings lined up all through this discussion phase and we've had a lot of meetings and discussions in earlier phases as well. Individual participation for local citizens is not a very high priority in this process so far, but we may come back to that at some stage.