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The **network** of
European Metropolitan Regions and Areas

Planning Europe

What is the reality and is it working?

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- Eurodistrict Strasbourg - Ortenau - Strategies and projects.
- Euroregion Pyrénées - Mediterannée - Strategies and coordination
- CEGT Grande Region - Accessibility, economic and cultural relations (Saar-Lor-Lux)
- West-Vlaanderen/Flandre-Dunkerque - Cote de Opale -Strategies, programmes and
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- CODE 24 - Corridor Development Rotterdam-Genoa
- Regio-Randstad - Strengthen the competitive position of the Randstad
- Øresundskomiteen - Strengthening cross border cooperation
- Eurocity Basque - Franco-Spanish polycentric metropolitan corridor
- Ruhrgebeit - Polycentric metropolitan region cluster
- Baltic Palette - Promotion of the Baltic Sea region
- Scandria - Scandinavian-Adriatic development corridor
- SoNorA - Central European accessibility
- TRANSITECTS - Trans Alpine transportation modal shift
- EWTCii - Green transport corridors
- Trans Baltic - Transport and regional growth
- Centrope - Central European cooperation

PolyMETREX Project polycentric clusters and corridors (8+12)*

- Po Valley Spatial Vision
- Metropolitan spatial vision for central Europe
- Stuttgart/Strasbourg/Zurich cluster
- Cluster Study about the Ebro
- Krakow - the Upper Silesia cluster
- Helsinki/Tallinn/St.Petersburg
- Corridor 1 Euro-Mediterranean relations
- North-South interface

- Lyon polycentric cluster
- Marseille polycentric cluster
- Porto polycentric cluster

- Lisboa polycentric cluster
- Roma-Napoli-Bari corridor
- Genova/Florence cluster
- Wien/Bratislava cluster
- Riga/Vilnius cluster
- Berlin/Potsdam/Szczecin corridor
- Barcelona/Valencia corridor
- Central Scotland corridor
- Stockholm cluster
- Andalucia cluster

* See the PolyMETREX Framework document that can be downloaded from the METREX web site (www.eurometrex.org) for details of these 20 polycentric clusters and corridors.

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Introduction

METREX

METREX is the Network of European Metropolitan Regions and Areas. It has a wide interest in metropolitan affairs generally and a core competence in spatial planning and development (see www.eurometrex.org).

It has a long-standing interest in spatial, or territorial, planning at all levels in Europe, because, on the basis of subsidiarity, each level provides a context for the one below. Without a coherent context it is difficult to plan effectively at any level.

METREX advocates greater recognition of the Metropolitan Dimension to European affairs but recognises the need for planning at the European, Macro Region, National and Polycentric Cluster and Corridor levels.

To plan is a basic human need

Because the EU does not have spatial, or territorial, planning competencies it has adopted a number of alternative words to describe its planning role. There have been Visions, Framework and Perspectives. But at the end of the day they are all plans, in the sense that they all take a view of a desirable future and the steps needed to reach it.

One of the founding fathers of European planning thought, Patrick Geddes, said "To plan is a basic human need".

Foresight

The planning profession in Europe rightly argues for "evidence based" planning. The basis for all planning judgments is "reasoned justification" and this has to be well founded. However, in addressing the medium (10-15 year) and longer term (10-25+ year) horizons, and the issues in prospect, the more difficult it becomes to found judgments on projections and forecasts.

This is especially so if it is now right to conclude that 300 years of the industrial revolution based on cheap resources and the unconstrained capacity of the global environmental to absorb adverse impacts is coming to a close. Dangerous climate change resulting from greenhouse gas emissions is but one indicator. The carrying capacity of globe is limited and many limits are being reached, and likely to be reached, in the 21st century.

In these circumstances planning at all levels, but especially at the European, Macro Region and National levels, needs to exercise foresight to imagine and explore possible futures and their implications.

One very serious shortcoming of planning at all these levels is an apparent lack of foresight and a willingness to openly explore alternative European futures and their implications.

TERRACOTTA

METREX has conducted a desk exercise to clarify the situation at each of the four levels above the Metropolitan. Summaries and sources can be consulted on the METREX web site under the TERRACOTTA Project button.

TERRACOTTA is a METREX Expert Group that looks at planning at levels above the metropolitan level and considers their implications for the metropolitan level.

Planning Europe

This note looks at the current reality of Planning Europe, at the European, Macro, National and Polycentric Cluster and Corridor levels and the extent to which, collectively, they provide a coherent context fro spatial planning at the metropolitan level.

By "metropolitan" METREX means a larger urban area and it area of influence, or region. The term "Functional Urban Area, or Region" has been used to encapsulate this concept. Eurostat has identified some 255 such "Metros" with populations over 250k. They range from metros of international significance to European gateways and hubs and regional centres.

Planning in Europe might, therefore, be thought of as comprising planning at the following five levels.

- European
- Macro Region (4 recognised at present plus the Mediterranean Plan Bleu)
- Nation State (28 +2)
- Polycentric Corridors and Clusters (PCC)
- Metropolitan (255 recognised at present)

The question to be asked is "What is the reality and is it working?"

Planning at all levels

Planning at all levels includes a number of structural elements.

- Nodes (Centres, Gateways, Hubs etc.)
- Networks (Transportation, energy etc.)
- Constraints (Environmentally sensitive areas)

It also includes key issues of common interest.

- Foresight of future social and economic needs in the medium and longer term
- Social cohesion within urban areas
- Urban/rural relationships
- Balancing urban renewal (brownfield) and urban expansion (greenfield) development)
- Competitiveness

Over arching all these considerations is the issue of sustainability. What does a sustainable approach really mean for European futures?

Sustainability

Sustainability has now moved from being an environmental concept, managing impacts on natural resources within their ability to regenerate, to include social and economic issues. Being socially sustainable now means ensuring that impacts are within the ability of society to absorb them. Being economically sustainable has much wider implications.

Any business, or metropolitan areas, if it aspires to be competitive in the long run, needs to consider the sustainability of its sources (materials, energy and labour), processes, waste management and transport.

It is clear that the world is facing population growth and pressure on resources that is not economically sustainable on a "business as usual" basis. The need to keep greenhouse gas emissions within the carrying capacity of the biosphere is but one aspect of the limits in prospect.

Conventional economics talks of "normal" economic growth of 2% yet this means 100% over the period 2015-2050. It is clear that the increased levels of consumption implied would not be sustainable in a world growing in population from 7bn in 2015 to 9.5bn in 2050.

The EU is promoting the more efficient use of resources as one response to this prospect. (www.ec.europa.eu - the Roadmap is part of the EU 2020 Strategy response to the Flagship initiatives - see below). The key concept is the Circular Economy.

- Lightweighting
- Durability
- Efficiency
- Substitution
- Recycling
- Ecodesign
- Maintenance and repair services
- Reduction
- Economy
- Industrial symbiosis
- Consumption alternatives

There are structural employment implications in this approach. The current EU consumption orientated economy would have to change with less value being placed on material consumption and more on revalued personal and community services.

If Europe really is to aspire to a competitive and sustainable economy then its metropolitan areas, within their respective polycentric clusters and corridors, will, firstly, have to develop a real understanding of the nature of their economies, in terms of what comes in, what happens to it, what goes out and what waste is created. In effect, an input-output model. Eurostat has data sets that can help with this.

METREX has set up a Futures Group to try to develop a better understanding of what more sustainable European and metropolitan economies would look like. There is a school of thought that now foresees the end of industrial economies based on the use of cheap resources and the ability of the global environment to absorb the impact of their use indefinitely.

A competitive economy will have to be a sustainable economy. This is the key issue for the future. What will a competitive and sustainable economy actually look lie? What are the lifestyle and employment implications?

Planning documents and communication

The authors of the wide variety of planning policy documents, at all levels, practice primarily in the written word. Professional planners have a greater graphic vocabulary but even this is often restricted to the formalities of statutory planning processes.

It is clear from an overview of Planning Europe, at all levels, that advisers and policy makers are more comfortable with the written world than with the graphics and other means of communication that might be used to illustrate and communicate Concepts, Visions, Frameworks, Perspectives and Strategies.

European futures have to be imagined. Certain aspects can be forecast or projected, on the basis of probability, but in the longer term, and especially during a period of fundamental change such as that in prospect to 2050 and beyond to 2100, they have to be imagined.

There is a need for a better balance in planning documents at all levels between the written word and its illustration. One good graphic can be worth a thousand words.

Planning graphics - see following page

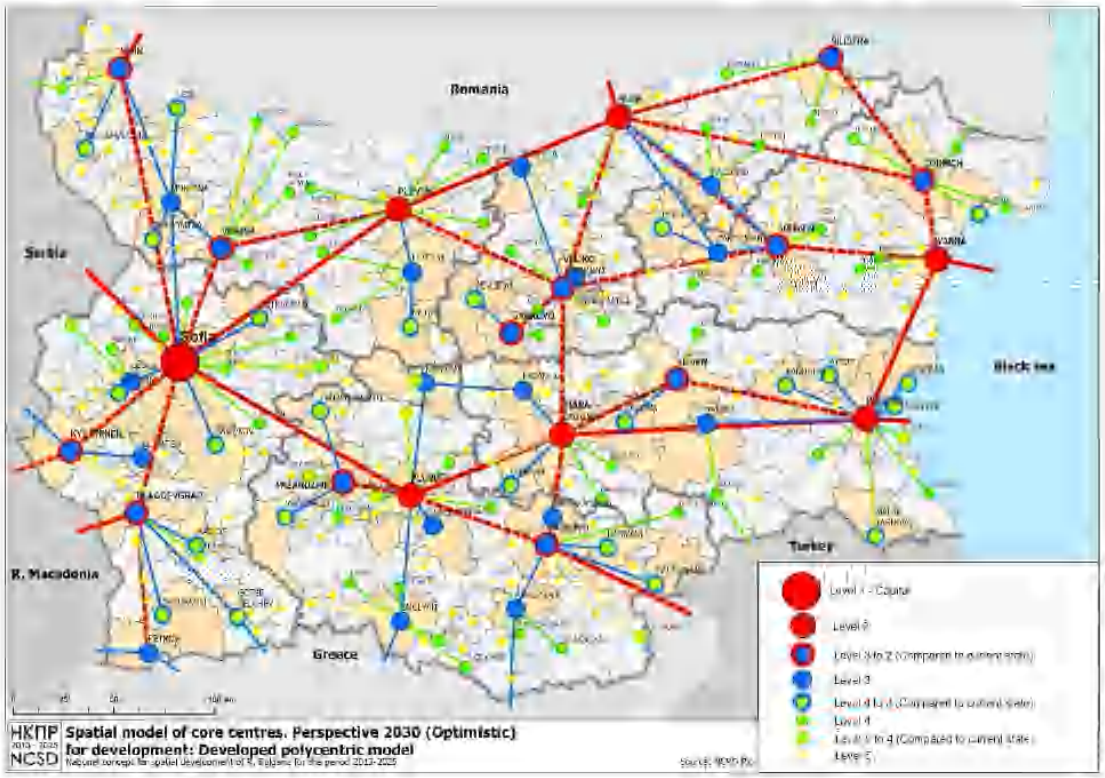
The ESPON Project ET 2050 has developed a form of graphics to represent the polycentric reality of Europe and the connectivity between nodes of varying significance and function. The Bulgarian National Concept for Spatial development, which was supported by the EU, uses a similar graphic vocabulary.

This approach might be adopted, and developed for individual circumstances, as a basis for the diagrammatic representation of strategies at other levels.

Acknowledgement

METREX acknowledges the sources of the information contained in this Report by referencing the web sites from which the text and graphics were drawn.

ESPON ET 2050 graphics



Bulgarian National Concept for Spatial development graphics

Planning Europe

What is the reality and is it working?

Key Messages

Integration

Europe is fortunate to have a pan-continental system of integrated territorial (spatial) Planning at European, Macro Region, National, Polycentric Clusters and Corridors and Metropolitan levels. An issue is their integration.

At the European level there is a range of relevant Directives and overarching socio-economic (Europe 2020) and transportation (TEN-T) Strategies. They are reflected in, and given further definition and geographic expression, through three existing Macro Region Strategies (Baltic Danube and Adriatic-Ionian spaces).

There remains a need to scope and develop Macro Region Strategies for the Mediterranean area, Iberian Peninsula and Core Space (London/Paris/Rhine/Ruhr).

National Spatial Plans (NSP), although they can reflect European intentions, look primarily to provide a strategic context for national planning systems. There are exemplars of effective practice, such as the NSP for The Netherlands, but it is a cause for concern that NSP appear not to be used in those major countries with numerous metropolitan areas, such as Germany, France, Italy and England.

National Spatial Plan coverage of Europe might be an objective of CEMAT, the European Council of Ministers with responsibility for Spatial Planning.

European and National strategies to achieve to achieve better territorial balance can be achieved most effectively at the Polycentric Cluster and Corridor (PCC) level. There are numerous examples in existence and with potential and they are featured in this report. The European Grouping of Territorial Cooperation (EGTC) mechanism offers a way forward.

The building blocks for successful PCC are Europe's recognised (by DG Regio and Eurostat) 255 metropolitan regions with populations over 255k and the 201 over 500k. ESPON, through Nordregio, made an assessment of some relative metropolitan strengths and weaknesses in an analysis in 2003. It identified Metropolitan European Growth Areas (MEGA) that were global nodes and European engines or were strong, had potential or had weaknesses. It should be updated, on a SWOT basis, to provide a context for integrated planning.

- Within Polycentric Clusters and Corridors, where complementarity and cooperation are the basis for success
- By the TEN-T process, which recognises metropolitan nodes as the primary generators of transportation movements
- In making medium and longer-term population and economic assessments, where migration for economic reasons is a main driver of change

Perhaps above all there is a need for European planning at all levels to recognise the global changes now in prospect and to imagine, explore and move towards a sustainable and competitive economy.

Planning Europe - Action Plan

European level

- Directives on the Environment, Habitats, Hazards, Noise and Water
- Policies on Cohesion, Agriculture, Transport and the Environment
- Europe 2020-2030 (part updated)
- Territorial Agenda for the EU 2020 - TA2020
- EU TEN-T Corridors
- ESPON ET2050 - Territorial Scenarios and Visions for Europe
- PolyMETREX - METREX Interreg IIIC Project
- Eurostat - Metropolitan Regions
- Eurostat - Population projections 2008-2060
- European Territorial Vision and Framework - ETVF

Macro level (4+1)

- EU Strategy for the Baltic Sea Region - EUSBSR
- EU Strategy for the Danube Region - EUSDR
- EU Strategy for the Adriatic and Ionian Region - EUSAIR
- Towards an EU Strategy for the Alpine Region - EUSALP
- Plan Bleu - Building the Mediterranean future together

National level (13)

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- Spatial Planning in Denmark
- Austrian Spatial Development Concept ÖREK 2011
- Concept of Croatian spatial development strategies - 2014
- Greek National Spatial Planning Strategy and National Spatial Plans
- National Planning Framework for Scotland
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- Latvia National Development Plan 2030 and Sustainable Development Strategy 2020
- Spatial Concept Switzerland
- Perspectives for spatial structure and land use in Finland 2006

Polycentric Cluster and Corridors Level

European Grouping of Territorial Cooperation (EGTC) (7)

- CETC - Central European Transport Corridor - North-South axis multi-modal accessibility and economic development
- Eurodistrict Saar Moselle - Cross border area development
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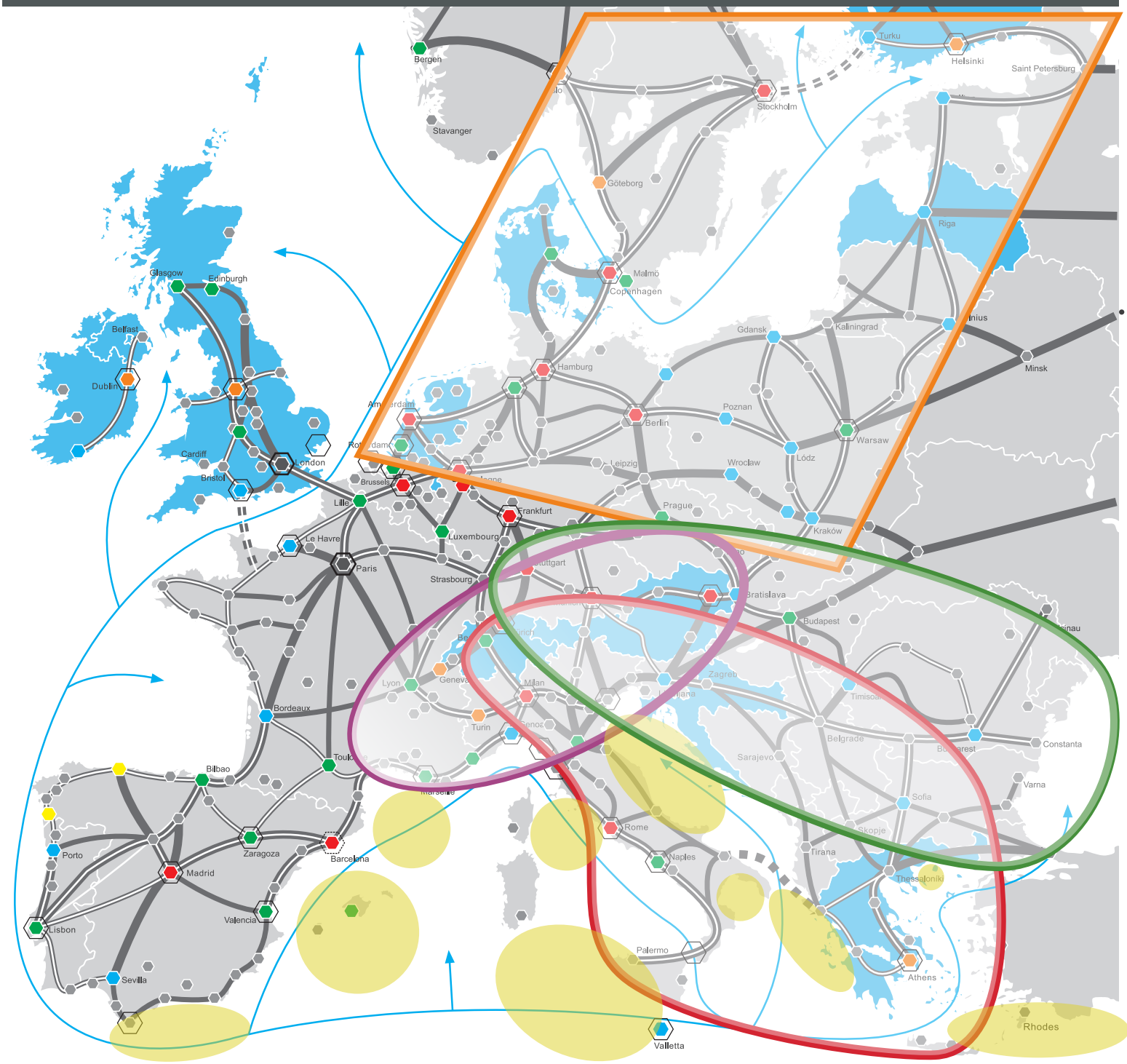
- Berlin/Potsdam/Szczecin corridor
- Barcelona/Valencia corridor
- Central Scotland corridor
- Stockholm cluster
- Andalucia cluster

Planning Europe Action Plan - Macro and National Level



Macro level (4+1)

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Planning Europe

What is the reality and is it working?

All levels

Foresight

Foresight is needed to imagine and explore medium and longer term futures that seem likely to be significantly different from" business as usual". Environmental limits are in sight that imply a shift to much lower consumption of resources with its consequences for economies that aim to be sustainable.

"Normal" growth rates of some 2% mean 100% from 2015 to 2050. It is not clear what this would mean in terms of increased consumption of material goods and raw materials.

Competitive sustainable economies

However, competitive economies will have to be sustainable economies. This means aiming for,

- Renewable energy self sufficiency and security
- Food self sufficiency and security
- A Circular Economy, as advocated by the EU, which minimises waste and maximises resource efficiency, long life and recycling
- Behavioral change that lowers material consumption and revalues human services
- Import substitution

Such changes would have major implications for employment.

Territorial cohesion

Territorial cohesion will have to include better polycentric metropolitan balance across Europe if growing disparities of income and wellbeing are not to generate damaging internal migration, for economic reasons, within Europe. Competitive and sustainable economies across Europe, based on metropolitan resources and metropolitan advantages, will be needed.

Current EU longer term population forecasts, to 2030, 2050 and beyond, recognise that migration will be the main driver of change. Such migration will be economically generated and cannot be divorced from a view of European economic futures.

Similarly, transportation planning and the future flows of people and goods will be related to economic futures and the success of a European Spatial (Territorial) Strategy that seeks better polycentric metropolitan balance across Europe.

Integrated thinking

At the moment there does not appear to be the integrated thinking, at all levels, on sustainable longer-term economic futures and their implications for employment, migration and population change, polycentricity and transportation that is needed.

Planning Europe

What is the reality and is it working?

European level

EU Directives

The Austrian Spatial Development Concept, ÖREK 2011, contains a helpful summary of EU strategic policy **Directives on the Environment, Habitats, Hazards, Noise and Water and Policies on Cohesion, Agriculture, Transport and the Environment.**

Europe 2020 - EU2020 - (www.ec.europa.eu)

Europe 2020 is the European Union's ten-year growth and jobs strategy that was launched in 2010. It is about more than just overcoming the crisis from which our economies are now gradually recovering. It is also about addressing the shortcomings of our growth model and creating the conditions for a smart, sustainable and inclusive growth.

EU 2020 contains 5 Targets.

- Employment
- R and D
- Climate change and energy sustainability
- Education
- Fighting poverty and social exclusion

EU 2020 also contains 7 Flagship initiatives under 3 headings.

- Smart growth
- Sustainable growth
- Inclusive growth

Territorial Agenda for the EU 2020 - TA2020 - (www.eu-territorial-agenda.eu)

The EU Ministers responsible for Spatial Planning and Territorial Development produced TA2020 in 2011.

The objective of the TA2020 is to provide strategic orientations for territorial development, fostering integration of territorial dimension within different policies at all governance levels and to ensure implementation of the Europe 2020 Strategy according to territorial cohesion principles.

ET2020 recognises 6 Challenges and potentials for Territorial Development.

- Increased exposure to globalization - structural changes after the global economic crisis
- Challenges of EU integration and the growing interdependences of regions
- Territorially diverse demographic and social challenges, segregation of vulnerable groups
- Climate change and environmental risks: geographically diverse impacts
- Energy challenges come to the fore and threaten regional competitiveness
- Loss of biodiversity, vulnerable natural, landscape and cultural heritage

ET2020 also recognises 6 Territorial Priorities for the Development of the European Union.

- **Promote polycentric and balanced territorial development polycentric and balanced territorial development of the EU is key element of achieving territorial cohesion**
- **Encouraging integrated development in cities, rural and specific regions**
- **Territorial integration in cross-border and transnational functional regions**
- **Ensuring global competitiveness of the regions based on strong local economies**
- **Improving territorial connectivity for individuals, communities and enterprises**
- **Managing and connecting ecological, landscape and cultural values of regions**

EU TEN-T Corridors - backbone for transport in Europe - (www.ec.europa.eu)

TEN-T Core Network Corridors

As of January 2014, the European Union has a new transport infrastructure policy that connects the continent between East and West, North and South. This policy aims to close the gaps between Member States' transport networks, remove bottlenecks that still hamper the smooth functioning of the internal market and overcome technical barriers such as incompatible standards for railway traffic. It promotes and strengthens seamless transport chains for passenger and freight, while keeping up with future technological trends. This project will help the economy in its recovery and growth, with a budget of €26 billion up to 2020.

The 9 Core Network Corridors (Baltic-Adriatic, North Sea-Baltic, Mediterranean, Orient-East Med, Scandinavian-Mediterranean, Rhine-Alpine, Atlantic, North Sea-Mediterranean, Rhine-Danube) represent the strategic heart of the TEN-T Programme.

Europe's core (metropolitan) nodes are the generators of movement within the TEN-T Core Network. Better polycentric metropolitan balance within Europe and the futures of metropolitan clusters and corridors need to be considered in an integrated way with the TENT-T Programme.

ESPON ET2050 - Territorial Scenarios and Visions for Europe - (www.espon.eu)

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. Therefore the ESPON Programme started a territorial vision-building process following a participatory process and involving relevant stakeholders at European, national and regional level. This vision has a strategic character that allows giving direction to the policy debate on territorial development. The project is expected to support and deliver input to the territorial vision-building process by updating, extending and refining the scenario work of ESPON.

Territorial Vision - Making Europe Open and Polycentric

Openness to the rest of the world and to the Neighboring countries is a necessary condition for all European cities and regions to take advantage of the development opportunities created by global growth and technologic progress.

Polycentricity is necessary to spread development opportunities across European cities and regions, promoting endogenous sustainable development, unleashing regional diversity and gradually diminishing regional disparities.

Making Europe Open and Polycentric is the most convenient territorial strategy supporting the competitiveness, social cohesion and sustainability goals.

Pathways to towards supporting a balanced urban structure

The main goal of the balanced urban structure is reinforcing secondary cities, all over the continent, as well as achieving a more networked development of the system of European cities, at regional and continental level, enhancing their worldwide influence.

In the mid term, the challenge will entail drawing up an integrated strategy in the form of a Framework document applicable to the whole territory of the EU.

It would reconcile the objectives of territorial cohesion and competitiveness, and impose a set of territorial conditions on Community aid allocated to sectoral policies, incorporating territorial considerations into every stage of planning (diagnosis, choice of priorities, methods, monitoring, evaluation of results and impact).

The spatial development integrated strategy would be an opportunity to better coordinate European policies, generating synergies among sectors, in particular, European funds with explicit territorial dimension,

- Structural and Cohesion funds
- Pillar II CAP (Common Agricultural Policy)
- Infrastructure and market regulatory policies in transport (e.g. TETNs)
- Energy (e.g. Electric Grid)
- Environmentally protected areas (e.g. Nature 2000)

The macro-regional spheres of transnational cooperation constitute excellent laboratories for governance and could prefigure such a strategy: the example of the Baltic Sea region has much to teach us in this context.

European Territorial Development may finally become a European policy, being a major issue for territorial governance, the coordination of sectorial policies and a more efficient allocation and management of European development funds.

ET2050 contains an "Open and Polycentric Europe" Vision towards 2050

PolyMETEX - METREX Interreg IIIC Project - (www.europmetrex.org)

METREX addressed the need for a European Territorial Vision in 2007 through the PolyMETREX Project, under Interreg IIIC. The outcome was the Framework for Polycentricity and Better European Territorial Balance. The Framework included a Vision, Framework and Action Plan.

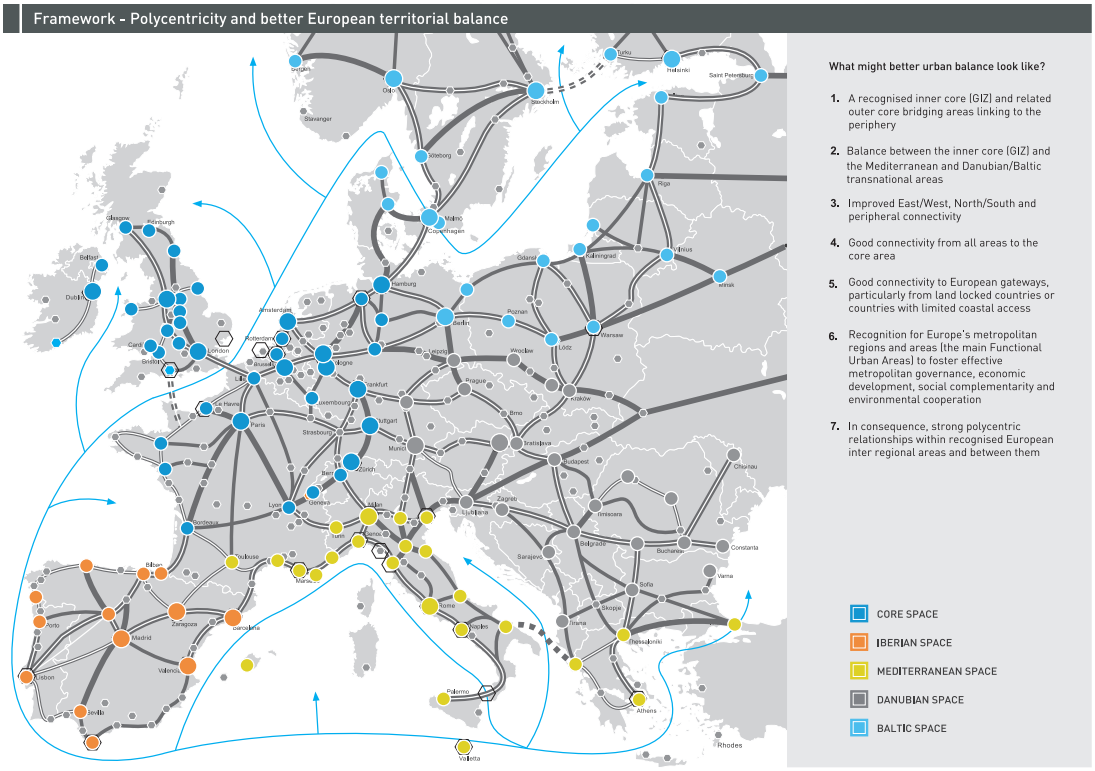
Vision and Framework - recognised the following strategic components.

- A recognised Inner Core
- Balance between the inner Core and the Mediterranean and the Baltic/Danubian/Aegean transnational areas
- Improved North/South. East/West and peripheral connectivity
- Good connectivity from all areas to the Inner Core
- Good connectivity to European gateways
- Recognition of Europe's metropolitan areas
- Promotion and development of polycentric corridors and clusters
- In consequence, strong polycentric relationships within and between European interregional areas

Action Plan - identified 37 Polycentric Corridors and Clusters through which the Vision could be realised.

METREX produced a summary of the strategic outcomes of the project in the booklet "This is not a Plan" - Giving Spatial Expression to the Concept of Territorial Cohesion.

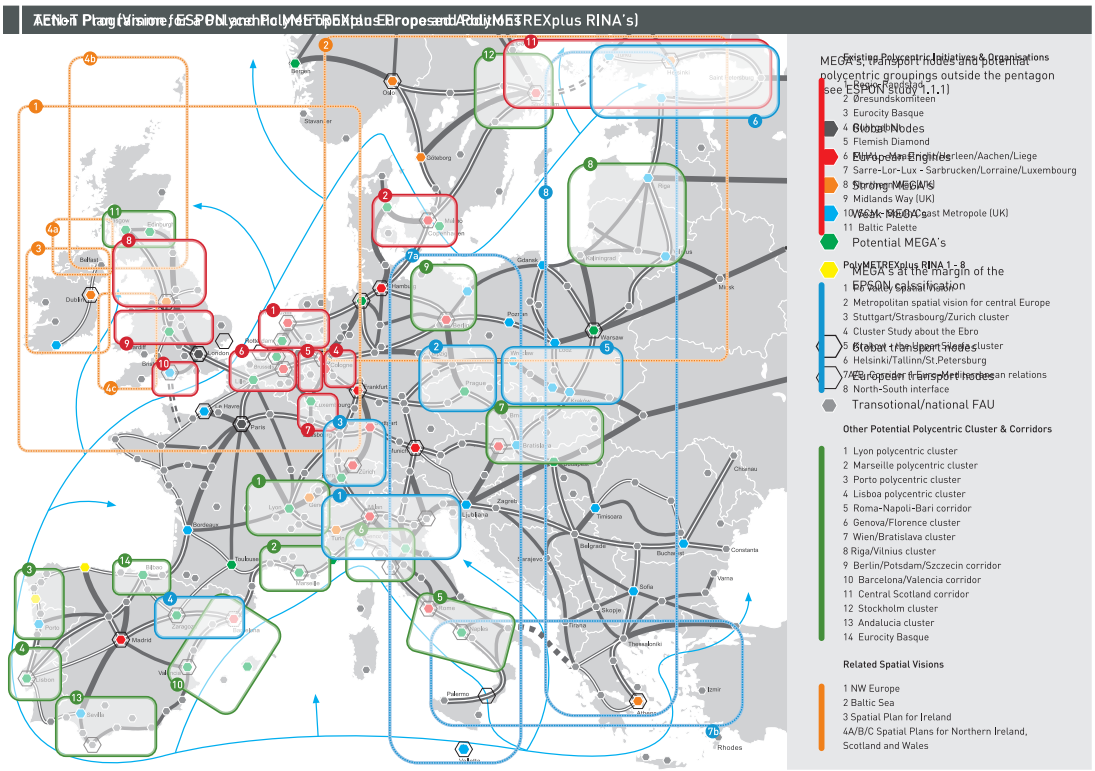
The PolyMETREX Vision and Framework are not dissimilar to the ESPON ET2050 Vision towards 2050 in concept (see earlier page).



ET2050 Action Plan

At the end of this report the ET2050 Vision is used as a base on which to set the National Spatial Plans (NSP), Macro Region Strategies and Polycentric Corridors and Clusters through which it will be implemented.

This will, in effect, update the PolyMETREX 2007 Action Plan. An ET 2050 Action Plan will be the result. It is hoped that this will provide an up to date and coherent context for planning at the metropolitan level.



Eurostat - Metropolitan Regions

(www.ec.europa.eu/eurostat/web/metropolitan-regions/overview)

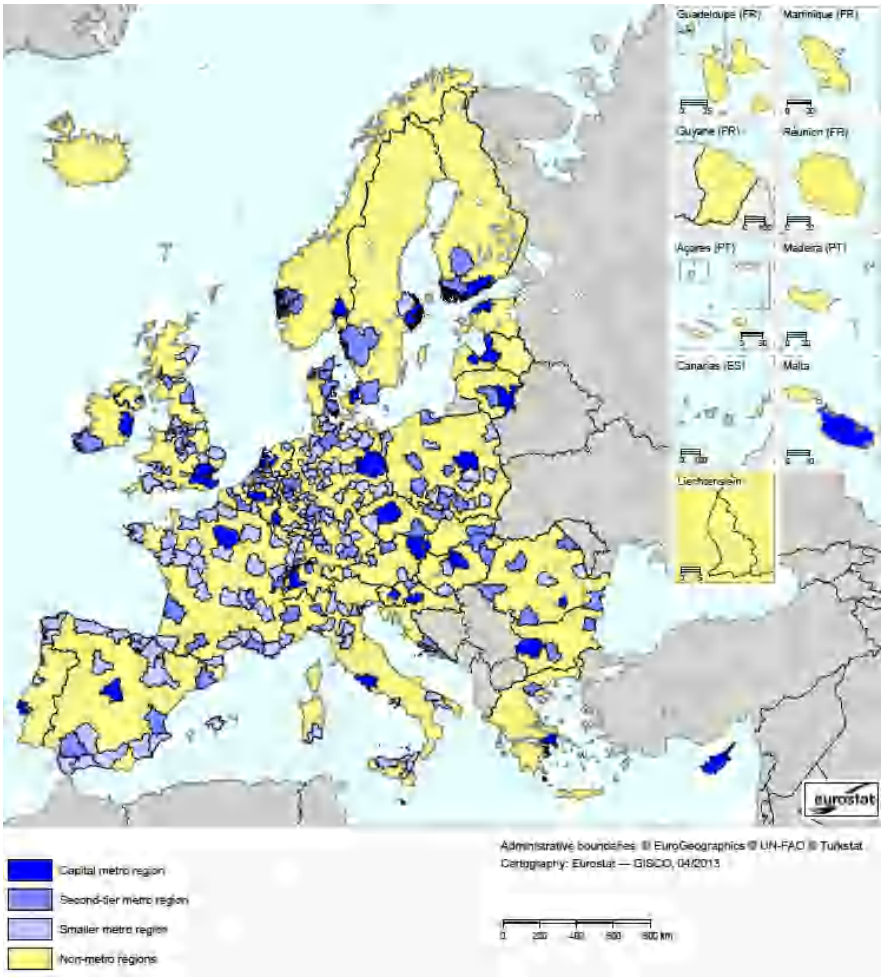
Europe's Metropolitan Regions

Metropolitan regions are NUTS3 regions or a combination of NUTS3 regions which represent 255 agglomerations of at least 250k inhabitants (201 over 500k). These agglomerations were identified by DG Regio and Eurostat using the Urban Audit's Larger Urban Zones (LUZ). Each agglomeration is represented by at least one NUTS3 region. If in an adjacent NUTS3 region more than 50% of the population also lives within this agglomeration, it is included in the metro.

As the metro-regions are based on agglomerations, which include the commuter belt around a city, this approach corrects the distortions created by commuting and the GDP per inhabitant becomes meaningful, whereas comparison of GDP per inhabitant of NUTS3 regions is far more difficult to interpret, since the difference may be partly artificial.

Metropolitan Regions (13 data sets)

- **Demography** statistics by metropolitan regions (4 sets)
- **Economic accounts** by metropolitan region (3 sets)
- **Labour market** statistsics by metropolitan regions (6 sets)



Europe's metropolitan regions are the basic urban building blocks for better polycentric urban balance across Europe.

Eurostat - Population projections 2008-2060

Population change

From 2015, deaths projected to outnumber births in the EU27.
Almost three times as many people aged 80 or more in 2060

- The EU27 population is projected to increase from 495 million on 1 January 2008 to 521 million in 2035, and thereafter gradually decline to 506 million in 2060.
- The annual number of births is projected to fall over the period 2008-2060, while at the same time the annual number of deaths is projected to continue rising.

- **From 2015 onwards deaths would outnumber births, and hence population growth due to natural increase would cease.**
- **From this point onwards, positive net migration would be the only population growth factor.**
- **However, from 2035 this positive net migration would no longer counterbalance the negative natural change, and the population is projected to begin to fall.**

- The EU27 population is also projected to continue to grow older, with the share of the population aged 65 years and over rising from 17.1% in 2008 to 30.0% in 2060, and those aged 80 and over rising from 4.4% to 12.1% over the same period.
- Persons active in the labour force will face an increasing tax burden and higher social contributions in order to support their elders.
- Alternatively, older citizens will need to accept lower levels of support and services or a higher pension age.

Population projections are what-if scenarios that aim to provide information about the likely future size and structure of the population, and should therefore be considered with caution.

Economic change - DG ECFIN

EC economic forecasts currently look some two years ahead.

Population, migration and economic change

The nature and structure of the European economy in 2030, 2050, 2060 and 2080 is likely to be very different from today. Exactly what a sustainable and competitive European economy will look like when the global population reaches about 9.5bn by 2050, from its present level of some 7bn in 2015, is a matter for scenario planning and foresight.

Yet internal migration within Europe and external migration into Europe is driven by perceptions of economic opportunity. It is recognised that migration is the main driver of population change in Europe.

Europe's 10-year Strategy for growth and jobs now looks to 2030, from its previous horizon of 2020. The EU's Macro Region Strategies are designed to support the EU Strategy and National Spatial Plans tend to also have 10 year plus horizons.

What are clearly needed are integrated and coherent population, migration and employment assumptions and forecasts, to common time horizons, at European, Macro Region, Nation State and, ideally, Metropolitan levels.

European Territorial Vision and Framework - ETVF

[(www.eurometrex.org)](http://www.eurometrex.org)

In 2010 METREX republished and updated the outcomes of the PolyMETREX Project as the European Territorial Vision and Framework (ETVF). This included the original analysis of 76 ESPON MEGA (Metropolitan European Growth Areas) categorised and scored against four key indicators of comparative strength.

Categories

- Global Node
- Euro Engine
- Strong MEGA
- Potential MEGA
- Weak MEGA

Gateway type

- Air
- Mainport
- Air and Port
- Port

Indicators

- Mass
- Competitiveness
- Connectivity
- Knowledge

The outcome shows the extent to which the Core Space of Europe (Macro Regions - see later) contains many of the engines of the European economy and, in consequence, the potential that there is for Potential and Weak MEGA to form polycentric cluster and corridors for combined competitiveness and cohesion.

The issue now is that EU Metro Regions and the European Grouping of Territorial Cooperation (EGTC) EU wide legal instrument offer mechanisms through which to address the issue of better European polycentric urban balance but there has been no update of the ESPON MEGA analysis on which to base priorities for action or against which to assess successful outcomes, over the longer term.

Although Europe now has the Eurostat definition of 280 Metropolitan regions over 250k population, and 127 over 500k, there is, as yet, no methodological assessment of their relative strengths and weaknesses, opportunities and threats (SWOT), along the lines of that carried out by ESPON, through Nordregio, in 2004*.

There is a clear need for an up to date comparative assessment, on a SWOT basis, of Europe's Metropolitan regions, as defined by Eurostat, to provide a basis for strategic planning at the Macro Region, Nation and Polycentric Corridors and Clusters levels. Such an assessment would have a bearing on population, migration and employment assessments and forecasts at the metropolitan level.

** ESPON Project 1.1.1 - Third interim report - August 2003 - Nordregio - The role, specific situation and potentials of urban areas as nodes in a polycentric development and its application in the METREX PolyMETREX Project 2007. Also the summary "This is not a Plan".*

Planning Europe

What is the reality and is it working?

All levels and the European level

Conclusions

Foresight

One very serious shortcoming of planning at all levels (European, Macro region, National and Polycentric Clusters and Cotrridors) is an apparent lack of foresight and a willingness to openly explore alternative European futures and their implications.

Competitiveness and sustainability

A competitive economy will have to be a sustainable economy. This is the key issue for the future. What will a competitive and sustainable economy actually look lie? What are the lifestyle and employment implications?

Territorial Agenda for all levels - EU Ministers

The Territorial Agenda for the EU 2020 (TA2020), produced in 2011 by the EU Ministers responsible for Spatial Planning and Territorial Development, recognises 6 Territorial Priorities for the Development of the European Union.

- Promote polycentric and balanced territorial development polycentric and balanced territorial development of the EU is key element of achieving territorial cohesion
- Encouraging integrated development in cities, rural and specific regions
- Territorial integration in cross-border and transnational functional regions
- Ensuring global competitiveness of the regions based on strong local economies
- Improving territorial connectivity for individuals, communities and enterprises
- Managing and connecting ecological, landscape and cultural values of regions

These priorities hold good for planning at all levels.

Strategic planning and the TENT-T process

Europe's core (metropolitan) nodes are the generators of movement within the TEN-T Core Network. Better polycentric metropolitan balance within Europe and the futures of metropolitan clusters and corridors need to be considered in an integrated way with the TENT-T Programme.

Territorial Development as a European policy - ESPON

European Territorial Development may finally become a European policy, being a major issue for territorial governance, the coordination of sectorial policies and the effective allocation and management of European development funds.

Territorial Development Action Plan

At the end of this report the ET 2050 Vision is used as a base on which to set the National Spatial Plans (NSP), Macro Region Strategies and Polycentric Corridors and Clusters through which it will be implemented.

This will, in effect, update the PolyMETREX 2007 Action Plan. An ET 2050 Action Plan will be the result. It is hoped that this will provide an up to date and coherent context for planning at the metropolitan level.

Europe's metropolitan regions are the basic urban building blocks for better polycentric urban balance across Europe.

Integrated forecast and projections

What are clearly needed are integrated and coherent population, migration and employment assumptions and forecasts, to common time horizons, at European, Macro Region, Nation State and, ideally, Metropolitan levels.

There is a clear need for an up to date comparative assessment, on a SWOT basis, of Europe's Metropolitan regions, as defined by Eurostat, to provide a basis for strategic planning at the Macro Region, Nation and Polycentric Corridors and Clusters levels. Such an assessment would have a bearing on population, migration and employment assessments and forecasts at the metropolitan level.

Integrated thinking on European futures

At the moment there does not appear to be the integrated thinking, at all levels, on sustainable longer-term economic futures and their implications for employment, migration and population change, polycentricity and transportation that is needed.

Planning Europe

What is the reality and is it working?

Macro Region Level

EU Macro-Regional Strategies

A 'Macro-Regional strategy' is an integrated framework endorsed by the European Council, which may be supported by the European Structural and Investment Funds among others, to address common challenges faced by a defined geographical area relating to Member States and third countries located in the same geographical area which thereby benefit from strengthened cooperation contributing to achievement of economic, social and territorial cohesion.

The EU has put in place 3 strategies, covering several policies, which are targeted at a 'macro-region'.

- **EU Strategy for the Baltic Sea Region**
- **EU Strategy for the Danube Region**
- **EU Strategy for the Adriatic and Ionian Region**

The European Council of 19-20 December 2013 invited the Commission, in co-operation with the Member States, to elaborate an EU Strategy for the Alpine Region. The deadline for presenting a proposal is mid-2015.

- **Towards an EU Strategy for the Alpine Region**

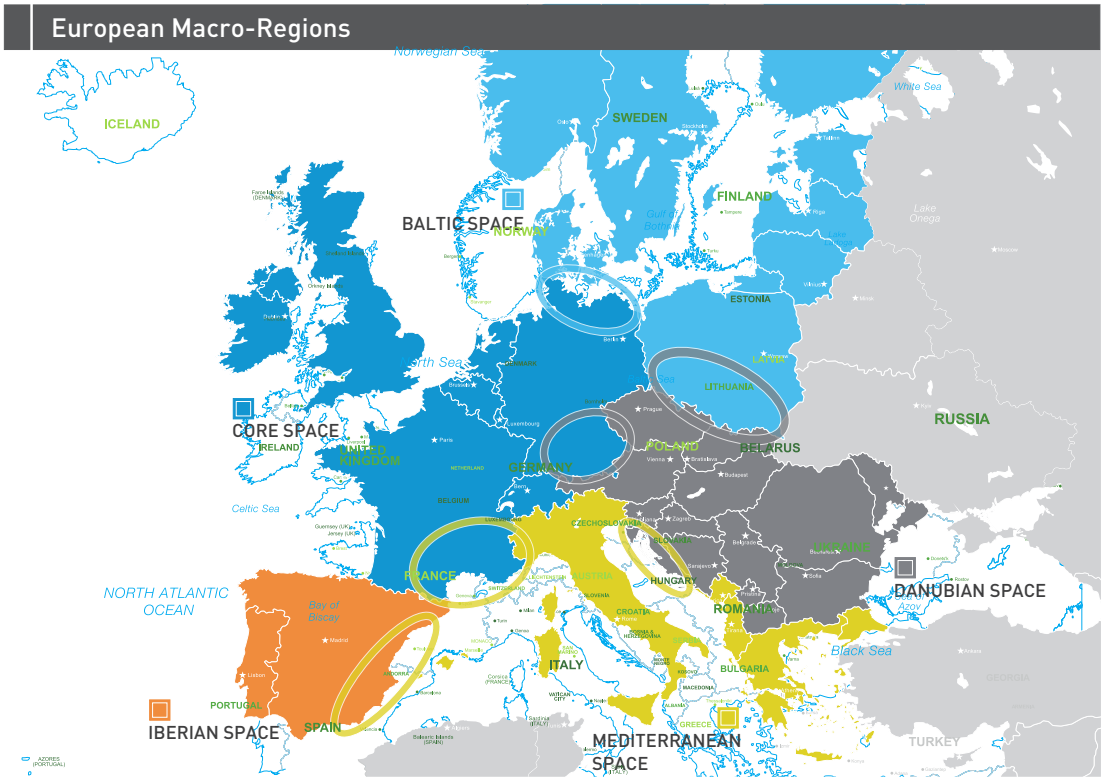
The European Council (conclusions of the General Affairs Council, 22 October 2013) invited the Commission to facilitate discussions on improving the governance of macro-regional strategies. The Commission Governance Report was published on 21th of May 2014 for 3 existing strategies (EU Strategy for the Danube Region, EU Strategy for the Baltic Sea Region), EU Strategy for the Adriatic and Ionian Region and the future strategy (EU Strategy for the Alpine Region).

Europe's Macro Regions

The four EU Macro Region Strategy areas are based on four areas with geographical identity, three maritime areas and one mountain area. This leaves one maritime area, the Mediterranean, one geographic area, the Iberian Peninsula and the Core Space of Europe.

It might be assumed that EU Macro Region Strategies will also be appropriate for these areas in due course. However, the Core Space poses quantitative and qualitative challenges that are markedly different from the other EU Macro regions because of its functional significance in a globalised world and its consequent connectivity. Its challenges are more those associated with pressures than potential. Better polycentric urban balance across Europe means balance with the Core Space.

** ESPON Project 1.1.1 - Third interim report - August 2003 - Nordregio - The role, specific situation and potentials of urban areas as nodes in a polycentric development and its application in the METREX PolyMETREX Project 2007. Also the summary "This is not a Plan".*



European spatial strategy for polycentric Territorial Cohesion

The evidence is that only the five peripheral Macro Regions, acting cooperatively, can achieve a better balance with the Core Space*

Further Macro Regions

The formal creation of Macro Regions for the European Core Space, the Iberian Peninsula and the Mediterranean Space, through which to take forward the EU Strategy of better polycentric Territorial Cohesion, should be considered.

The issues for consideration in each of these potential Macro Regions vary greatly.

Those in the Mediterranean and Iberian spaces have much in common with the Baltic and Adriatic-Ionian Macro Regions, with their focus on maritime environmental and communications issues as well as socio-economic futures.

Those in the Core Space relate primarily to socio-economic futures. The proximity of the key metropolitan areas to one another and the good communications that exist enable a high level of polycentric complementarity and cooperation. There remain issues of cohesion.

Existing Macro Regions

EU Macro Regions, as a mechanism, offer the best opportunity to give concrete expression to a European spatial strategy for polycentric Territorial Cohesion. They have been set up with partnership governance structures that enable issues to be addressed and responses adopted. Strategies can be given helpful visual expression.

EU Strategy for the Baltic Sea Region - EUSBSR - [www.balticsea-region-strategy.eu]

Background

The European Union Strategy for the Baltic Sea Region (EUSBSR) is the first macro-regional strategy in Europe. It aims at reinforcing cooperation within this large region in order to face several challenges by working together as well as promoting a more balanced development in the area. The Strategy also contributes to major EU policies and reinforces the integration within the area.

The EU Baltic Sea region counts 85 million inhabitants (17 percent of EU population) and eight countries (Sweden, Denmark, Estonia, Finland, Germany, Latvia, Lithuania and Poland), which share common features and challenges. Hence there is a clear need for joining forces and working in cooperation.

Common challenges, Objectives and Priority Areas

It includes 3 Objectives - to Save the Sea, Connect the Region and Increase Prosperity – and 17 Priority Areas each accompanied by concrete flagship projects as well as by clearly identified targets and indicators.

Save the Sea

- Nutri – Reducing nutrient inputs to the sea to acceptable levels
- Hazards – Reducing the use and impact of hazardous substances
- Bio – Preserving natural zones and biodiversity, including fisheries
- Agri – Reinforcing sustainability of agriculture, forestry and fisheries
- Ship – Becoming a model region for clean shipping
- Safe – To become a leading region in maritime safety and security
- Secure – Protection from emergencies and accidents on land

Connect the Region

- Transport – Improving internal and external transport links
- Energy – Improving the access to, and the efficiency and security of the energy markets
- Crime – Fighting cross-border crime

Increase Prosperity

- Tourism – Reinforcing cohesiveness of the macro-region through tourism
- Culture – Developing and promoting the common culture and cultural identity
- Internal Market – Removing hindrances to the internal market
- Innovation – Exploiting the full potential of the region in research and innovation
- SME – Promote entrepreneurship and strengthen the growth of SMEs
- Health – Improving and promoting people's health, including its social aspects
- Education – Developing innovative education and youth

Many of the above could be seen as contributing the better polycentric urban balance of Europe. However, their quantification, in terms of a sustainable and competitive economy, remains an issue.

Murmanskaya Oblast'
Kareliya Resp.
Leningradskaya Oblast'
Latvija
Lietuva
Belarus

EU Strategy for the Danube Region - EUSDR - (www.danube-region.eu)

Background

A strategy to boost the development of the Danube Region was proposed by the European Commission on 8 December 2010. Member States endorsed the EU Strategy for the Danube Region on 13 April 2011. The Danube region covers parts of 9 EU countries (Germany, Austria, Hungary, Czech Republic, Slovak Republic, Slovenia, Bulgaria, Romania and Croatia) and 5 non-EU countries (Serbia, Bosnia and Herzegovina, Montenegro, Ukraine and Moldova).

Common challenges

- **Environmental threats** (water pollution, floods, climate change)
- **Untapped shipping potential and lack of road and rail transport connections**
- **Insufficient energy connections**
- **Uneven socio-economic development**
- **Uncoordinated education, research and innovation systems**
- **Shortcomings in safety and security**

Better coordination and cooperation between the countries and regions is needed to address these challenges.

Objectives and Priorities

The Danube Region Strategy addresses a wide range of issues - these are divided among 4 Objectives and 11 Priority Areas.

Connect the Region

- Mobility - Waterways, Road, Rail and Air
- Energy
- Culture and Tourism

Protecting the Environment

- Water Quality
- Environmental Risks
- Biodiversity, landscapes, quality of air and soils

Building Prosperity

- Knowledge Society
- Competitiveness
- People and Skills

Strengthening the Region

- Institutional Capacity and Cooperation
- Security

Many of the above could be seen as contributing the better polycentric urban balance of Europe. However, their quantification, in terms of a sustainable and competitive economy, remains an issue.

The area covered by the EU Strategy for the Danube Region stretches from the Black Forest (Germany) to the Black Sea (Romania-Ukraine-Moldova) and is home to 115 million inhabitants.

EU Strategy for the Adriatic and Ionian Region -EUSAIR

(www.adriatic-ionian.eu)

Background

The EU Strategy for the Adriatic and Ionian Region, endorsed in October 2014 by the European Council, is the third EU macro-regional strategy after the EU Strategy for the Baltic Sea Region (2009) and the EU Strategy for the Danube Region (2011). The EUSAIR covers eight countries: four EU Member States (Croatia, Greece, Italy, Slovenia) and four non-EU countries (Albania, Bosnia and Herzegovina, Montenegro, Serbia).

Adriatic and Ionian Region

The Region is a functional area primarily defined by the Adriatic and Ionian Seas basin. Covering also an important terrestrial surface area, it treats the marine, coastal and terrestrial areas as interconnected systems. With intensified movements of goods, services and peoples owing to Croatia's accession to the EU and with the prospect of EU accession for other countries in the Region, port hinterlands play a prominent role. Attention to land-sea linkages also highlights impacts of unsustainable land-based activities on coastal areas and marine ecosystems. Home to more than 70 million people, the Region plays a key role in strengthening geographical continuity in Europe. The Strategy builds on the Adriatic-Ionian Initiative, which concern eight countries.

Objective

The general objective of the EUSAIR is to promote economic and social prosperity and growth in the region by improving its attractiveness, competitiveness and connectivity.

Priorities

The Strategy should also play an important role in promoting the EU integration of Western Balkans. EUSAIR has a limited focus on areas of mutual interest with high relevance for the Adriatic-Ionian countries. It is built on four thematic pillars.

- Blue growth
- Connecting the region (transport and energy networks)
- Environmental quality
- Sustainable tourism

The Objective and Priorities above could be seen as contributing the better polycentric urban balance of Europe. However, their quantification, in terms of a sustainable and competitive economy, remains an issue.

EU Strategy for the Adriatic and Ionian Region
European Commission
Slovenija
Ljubljana
Zagreb
Hrvatska
Beograd
Srbija
Bosna Hercegovina
Sarajevo
Crna Gora
Podgorica
Tirana
Shqipëria
Ελλαδα\Elláda
Athinai
Roma
Lombardia
Veneto
Emilia-Romagna
Marche
Umbria
Abruzzo
Molise
Puglia
Basilicata
Calabria
Sicilia
EU areas
Other areas
0
500 Km
© EuroGeographics Association for the administrative boundaries (NUTS regions)

Towards an EU Strategy for the Alpine Region - EUSALP

(www.ec.europa.eu)

Background

The European Council of 19-20 December 2013 invited the Commission, in co-operation with the Member States, to elaborate an EU Strategy for the Alpine Region (EUSALP) by mid-2015. The Strategy will involve 7 countries, Austria, France, Germany, Italy, Liechtenstein, Slovenia and Switzerland.

Challenges

The Alpine Region is one of the largest economic and productive regions in Europe where 70 million people live and work, as well as it is an attractive tourist destination for millions of guests every year. However, it faces several major challenges.

- Economic globalisation requiring the territory to distinguish itself as competitive and innovative
- Demographic trends characterised by ageing and new migration models
- Climate change and its foreseeable effects on the environment, biodiversity and living conditions of the inhabitants
- Energy challenge at the European and worldwide scales
- Its specific geographical position in Europe as a transit region but also as an area with unique geographical and natural features

An Alpine macro-regional strategy would provide an opportunity to improve cross-border cooperation in the Alpine States as well as identifying common goals and implementing them more effectively through transnational collaboration. Better cooperation between the regions and States is needed to tackle those challenges.

Objective

As its main objective, the EU Strategy for the Alpine Region aims to ensure that this region remains one of the most attractive areas in Europe, taking better advantage of its assets and seizing its opportunities for sustainable and innovative development in a European context.

The Strategy will focus on areas of (macro) regional mutual interest. Therefore, the priority areas and specific objectives selected should reflect genuine commitment to working together to achieve common solutions to challenges or unused potential.

Priorities

The new strategy will focus on the following 3 thematic priorities.

- Competitiveness and Innovation
- Environmentally friendly mobility
- Sustainable management of energy, natural and cultural resources

The Objective and Priorities above could be seen as contributing the better polycentric urban balance of Europe. However, their quantification, in terms of a sustainable and competitive economy, remains an issue.

Overview map
perimeter Alpine Convention

Mediterranean Macro Region

Plan Bleu - Building the Mediterranean future together

(www.planbleu.org)

Aims

Plan Bleu aims at enlightening the environment and development issues in the Mediterranean. For that purpose, Plan Bleu studies the solutions allowing for a more sustainable development.

Plan Bleu - observation, analysis and prospective center – was implemented in the late seventies in the framework of the Mediterranean Action Plan of the United Nations Programme for the Environment (UNEP) and the Convention for the protection of the Marine environment and Coastal Region of the Mediterranean (Barcelona Convention).

Activities

- Development of database and meta-database on environment, economy and society;
- Analysis and prospective regarding sustainable development's major issues through the Mediterranean basin and its ecologic and geographic components by using systemic methods;
- Publication and dissemination of its studies and synthesis' results;
- Development and facilitation of experts' networks in the Mediterranean countries and capacity-building support;
- Support to the Mediterranean Strategy for Sustainable Development in the framework of the Mediterranean Commission for Sustainable Development.

Mediterranean Strategy for Sustainable Development - UNEP 2005

The Strategy focuses mainly on the integration of environmental concerns into key economic development sectors, while giving due consideration to social and cultural dimensions.

Objectives

- Contribute to economic development by enhancing Mediterranean assets.
- Reduce social disparities by implementing the Millennium Development Goals and strengthen cultural identities
- Change unsustainable production and consumption patterns and ensure the sustainable management of natural resources
- Improve governance at National, Regional and local levels

Priorities

- Better management of water resources and demand
- Improved rational use of energy, increased renewable energy use and mitigation of and adaptation to climate change
- Sustainable mobility through appropriate transport management
- Sustainable tourism as a leading economic sector
- Sustainable agriculture and rural development
- Sustainable urban development
- Sustainable management of the sea, coastal areas and marine resources

Planning Europe

What is the reality and is it working?

Macro Region level

Conclusions

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Planning Europe

What is the reality and is it working?

National level

National Spatial Plans (NSP)

CEMAT and CSO

The Council of Europe Conference of Ministers Responsible for Spatial/Regional Planning (CEMAT) is advised by a Committee of Senior Officials (CSO). METREX has contacted the CSO for information on the extent to which National Spatial Plans have been adopted across Europe, to assess their form and content and to understand how they reflect EU strategic spatial (territorial) policy and provide a context for polycentric corridors and clusters and metropolitan regions and areas.

METREX is aware of 11 NSP's, or their equivalents, for,

- The Netherlands
- Denmark
- Austria
- Croatia
- Greece
- UK parts (Scotland, Wales and Northern Ireland)
- Ireland
- Latvia
- Switzerland
- Finland
- Bulgaria

NSP's do not exist for,

- Germany
- Sweden
- England

It is a matter of concern that NSP's do not exist, or appear to exist, for the major European countries that include most metropolitan areas and polycentric corridors and clusters, in particular, Germany, France, Italy and England.

Form and content of NSP's

However, the NSP's that do exist demonstrate the value of this level of planning. In particular, those for Denmark and the Netherlands demonstrate a clear judgement on those issues that have a national dimension, and need a national response, and those that do not.

- NSP for The Netherlands focuses on 13 national interests for which central government will take responsibility and ensure it achieves results. There is a detailed NSP diagram.

- NSP for Denmark focuses on 5 goals, 3 Sector Plans and Greater Copenhagen, coastal areas and the retail trade. There is a representational NSP diagram.
- NSP for Austria recognises 6 challenges of our times and responds with 9 territorial objectives and 8 principles for cooperative spatial development. There is no NSP diagram.
- NSP for Croatia has given responsibility for the NSP to the Croatian Spatial Development Institute. The strategy will recognise 5 specific objectives. There is an NSP diagram from 1997.
- NSP for Greece, the General Framework for Spatial Planning and Sustainable Development, includes 4 Special (Sectoral) Spatial Plans. There are supporting diagrams.
- NSP for Scotland identifies and illustrates, diagrammatically, 4 components of a Vision and 9 components of the Development Strategy.
- NSP for Wales includes 3 components of a Vision and 5 inter related Key issues.
- NSP for Northern Ireland includes 2 components of a Vision and 8 primary aims.
- National Spatial Strategy for Ireland 2002-2020, 5 core messages and 5 spatial components
- Latvia National Development Plan 2030 and Sustainable Development Strategy 2020 includes a Vision, 3 priorities and a Spatial Development Perspective
- Spatial Concept for Switzerland focuses 5 key objectives, 3 Strategies and 12 areas for action
- Perspectives for spatial structure and land use in Finland 2006, Competitiveness, welfare and eco-efficiency and a Finnish Spatial Structure.
- Bulgarian National Concept for Spatial development for the period 2013-2025 includes a Vision (3 components) and 8 Strategic Objectives together with a Polycentric Concept supported by an extensive analysis of social, economic and environmental considerations.

Focus of NSP's

It appears that most NSP's have a national focus that is primarily concerned with setting the planning agenda for their individual States and planning systems.

Their outward looking dimension is concerned, primarily, with,

- Connectivity, recognising the TEN-T programme
- Climate change and energy
- Competitiveness
- EU Directives
- EU funding

Their forward-looking dimension is 10+ year ahead to 2020 or 2030. However, aspirations for growth appear to be on a "business as usual" basis rather than addressing the issue of what a sustainable competitive economy might look like.

Netherland NSP exemplar

An exception is The Netherlands NSP that includes a view on the key innovative sectors of its future economy.

- Water
- Agri-food
- Horticulture and source materials
- High-tech systems and materials
- Life sciences and health
- Chemicals
- Energy
- Logistics
- Creative industry

The Netherlands NSP also includes graphic representation of its intentions, which are exemplars for other Nation States.

Netherlands National Policy Strategy for Infrastructure and Spatial Planning

Making the Netherlands competitive, accessible, liveable and safe

Ministry of Infrastructure and the Environment- March 2011

Changing tack

- Central government policy will be applied more selectively, focusing on 13 national interests for which central government will take responsibility and ensure it achieves results.

- Responsibility for balancing urban and green space development at regional level will be left to the provincial authorities.

- The municipal and interlocal coordination and implementation of urbanisation plans will be left to local authorities working independently or in collaboration within provincial frameworks.

- Only in the urban regions around major transport hubs and ports (Noordvleugel and Zuidvleugel) will central government agree the programming of urbanisation with local and regional authorities.

- To promote the careful use of space, central government will include a procedure to guide sustainable urbanisation in the Spatial Planning Decree (Bro).

- Central government will remain responsible for the spatial planning system.

It may also have to assume responsibility when,

- An issue entails benefits or drawbacks for the country as a whole, and it is beyond the powers of local and provincial authorities to override the authority of other parties. This might include space for military activities and challenges in urban regions associated with the mainports, brainport, greenports and valleys.

- International obligations or agreements apply, for example on matters of biodiversity, sustainable energy, water system remediation or world heritage.

- An issue transcends provincial or national boundaries and there is either a risk of administrative deadlock or responsibility is in the hands of central government. Examples include the main road, water, rail and energy supply networks, and also the protection of public health.

These three criteria are leading when formulating central government spatial policy.

Competitiveness

Dutch urban regions are home to the Netherlands' key innovative economic sectors that lead the field at European and global level.

- Water
- Agri-food
- Horticulture and source materials
- High-tech systems and materials
- Life sciences and health
- Chemicals
- Energy
- Logistics
- Creative industry

The Netherlands' position is further strengthened by the fact that several international companies have their head offices here. The mainports of Rotterdam and Schiphol, the port of Amsterdam and the Southeast Netherlands brainport are major hubs in international transport networks.

The ambition is for the Netherlands to be among the top ten most competitive economies in the world by 2040, with a first-class climate for companies and knowledge workers thanks to its excellent spatial and economic infrastructure.

To this end, we must ensure that the Netherlands is an attractive base for international companies and create conditions for economic development aimed at increasing competitiveness. This will call for robust urban regions with a good quality of life and optimum international accessibility.

Accessibility

Accessibility (in terms of the effort, expressed in time and costs per kilometre, that users have to make to travel from door to door) is currently inadequate.

A robust and comprehensive mobility system will feature,

- Multimodal hubs
- Offer more choice
- Have sufficient capacity to deal with projected increases in mobility in the medium (2028) and longer term (2040)

Liveability and safety

Growth, stagnation and decline may occur simultaneously, in different regions. Increasing regional differences impact on urbanisation processes.

Supply and demand on the housing and commercial property markets are not always in equilibrium (in either quantitative or qualitative terms).

The aim for 2040 is for housing and work premises in towns, cities and villages to cater for demand (in terms of quality) and for as many existing locations as possible to be used for transformation and restructuring projects.

By 2040, the Netherlands should also be permanently protected from the effects of extreme weather and the threat of flooding as a result of sea level rise, with an adequate freshwater supply for dry periods.

Demand for gas and electricity will continue to grow. Geopolitical relations, the exhaustion of fossil fuel resources and our ambition to reduce carbon dioxide emissions mean there will have to be a transition to sustainable, renewable energy, like wind, solar, biomass and geothermal energy, which all take a lot of space.

Sufficient space will therefore have to be reserved for the generation and transport of energy (both within and across our borders) and for onshore and offshore electricity production and (international) high-voltage power lines.

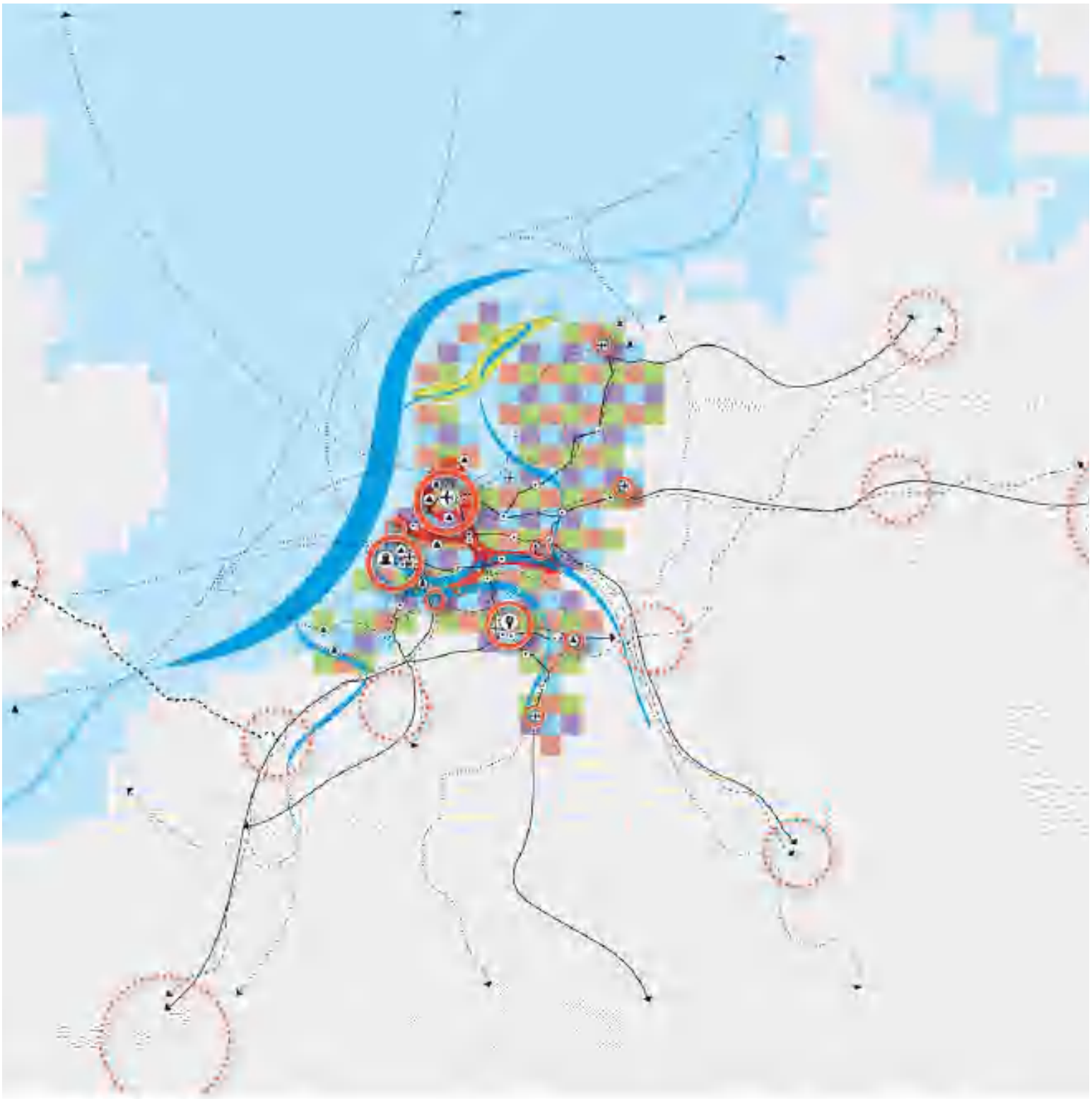
Central government has also defined 13 national interests for which it takes responsibility and on which it intends to achieve results.

These interests are equal in importance, and impact on each other. This National Policy Strategy represents a first balancing of these interests. Central government will also have to consider these interests in individual projects or regions and, if necessary, specify which national interests take precedence. The relationship between regional and local interests and regional policy challenges will also be addressed in the Multi-year Programme for Infrastructure and Transport (MIRT).

2040 - Developments and ambitions

Ambition to be competitive, accessible, liveable and safe

Central government has a vision of the Netherlands in 2040, with clear ambitions, based on national and international developments, above ground and below, that will determine the challenges for spatial planning and mobility in the run-up to that date. The aim of central government is to ensure that our country remains safe, competitive and accessible, and a good place to live.



Ambition for 2040

Competitive

- Urban region with a concentration of key sectors
- Mainport Schiphol
- Mainport Rotterdam
- Brainport Southeast Netherlands
- Greenport
- Other civilian airport of national importance
- Other seaport of national importance
- Economic hubs in other countries
- Robust energy supply network

Accessible

- Main road
- Railway
- Waterway
- Multimodal hubs and co-modality

Liveable and safe

- Safe and healthy environment for people and business, a reliable drinking water supply, protection of biodiversity and energy transition
- Flood protection
- World heritage

Central government goals and national interests

Enhancing the Netherlands' competitiveness

For the Netherlands to be competitive, it is important that international companies remain here and that more companies, entrepreneurs and international knowledge workers are attracted to the country.

This means providing the right climate, in terms not only of high quality transport networks, and space to work and live (including a differentiated housing supply, good public transport in urban regions and multimodal networks for the logistics sector), but also of good educational provision, culture, green space and recreational facilities. All these aspects together create a good quality of life.

Creating an outstanding spatial-economic structure through an attractive business climate in and good international accessibility to urban regions where key sectors are concentrated.

Though companies in the key sectors are found throughout the Netherlands, they are concentrated mainly in the urban regions around the mainports, brainport, greenports and valleys, specifically,

- Port of Rotterdam and Schiphol airport
- Southeast Netherlands Brainport
- Greenports in Venlo, Westland-Oostland, Aalsmeer, northern North Holland, Boskoop and the Bulb Region
- Energy Port in Groningen
- Food Valley in Wageningen
- Health Valley in Nijmegen
- Maintenance Valley in western and central Brabant
- Utrecht Science Park
- Universities in Twente and Delft for nanotechnology

Central government regards these urban regions as nationally important, and is joining forces with local and regional authorities to strengthen them. Each authority will further this endeavour on the basis of its own responsibilities.

Central government will prioritise accessibility problems in the mainports, brainport and greenports (including connections to the hinterland) under an extended Infrastructure Fund post-2020.

An attractive business climate in urban regions with a concentration of key sectors will require a sufficient stock of good-quality housing, commercial sites, offices and other facilities.

Given the complexity of the urbanisation challenges in the regions around the mainports (Noordvleugel and Zuidvleugel), the urbanisation programmes will be agreed jointly by central government and local and regional authorities.

Space for the main (sustainable) energy supply network and the energy transition

Energy security is an important economic good.

Central government will initiate a transition to a sustainable, renewable energy supply, and will make the electricity infrastructure suitable for more decentralised power generation in the longer term.

Central government and the provincial authorities will plan space for more onshore wind farms, so that at least 6,000 MW is generated by this method in 2020. Potential sites for large-scale wind farms are identified in the SVIR, and these will ultimately be designated by central government and the provincial authorities.

Central government will also ensure space is reserved to generate 6,000 MW offshore in the longer term.

Efficient use of the subsurface

Several national interests are at play in the subsurface. It plays an important role in

- Energy supply today (extraction, storage and transport of oil and gas)
- Future energy supply (geothermal energy including underground thermal energy storage)
- Storage of CO2 and nuclear waste.
- Extraction of mineral resources (such as salt, coal and sand)
- Archaeology (such as the former Roman border the Limes)
- National underground infrastructure (tunnels and pipelines)
- Management of fixed soil contamination (or the remnants thereof)
- Protection of the supply and quality of groundwater.

The various uses of the subsurface impact on each other and on uses above ground. Without regulation, individual functions of the subsurface would soon become inefficient. Given the limited space available in the subsurface, its significance for the economy and the need to coordinate with activities above ground, efficient use of the subsurface is a matter of national importance.

Improving and securing space for accessibility

If the Netherlands is to remain liveable, cope with diminishing supplies of fossil fuels and achieve its CO2 reduction commitment, it needs to make progress in the transition to sustainable mobility. The government's letter to the House of Representatives on climate policy in the run-up to 2050 (climate memorandum) describes the transition to a low-carbon economy and the development of cleaner, quieter, safer, low-energy vehicles. It is up to the private sector to initiate this transition. Central government will provide the enabling conditions.

Maintain the main road, rail and waterway networks to ensure the mobility system functions effectively

The road, public transport and waterway infrastructure in the Netherlands is among the busiest in the world. The country is highly dependent on this infrastructure and it is vital that it functions properly. Good management and maintenance of the existing national infrastructure is an essential prerequisite for a robust mobility system and a flourishing economy. This includes the maintenance, replacement or renovation of infrastructure and the simplification of timetables and the main railway infrastructure to enhance reliability.

Safeguarding the quality of the living environment

Room for flood protection, sustainable drinking water supply and frameworks for climate-ready urban development and redevelopment.

The main water system comprises the,

- North Sea
- Wadden Sea
- Lakes IJsselmeer, Markermeer and Randmeren
- Major rivers
- Southwest Delta region
- Major canals

The main water system is the main source of the Netherlands' freshwater supply.

Because the national water system is part of four international river basins (Rhine, Maas, Ems and Scheldt), international frameworks and standards must be defined and management measures taken at national and international level to safeguard both the quantity and quality of our water supply.

Room for a national network of wildlife habitats to aid the survival and development of flora and fauna

Central government is responsible for and answerable to the EU for compliance with the obligations it has undertaken. The provincial authorities define, protect and maintain a network of nature areas – within a framework established by central government – providing appropriate spatial, hydrological and environmental conditions for characteristic ecosystems of national and international importance.

This network, which transcends provincial and national boundaries, is the revised National Ecological Network (EHS). The protection of nature areas in the EHS will be continued under a 'qualified no' regime.

- New projects, plans and actions that have a significant negative impact on the essential features and values of the EHS will not be permitted within the network unless they are manifestly in the public interest and there are no realistic alternatives.

This flexibility already existed in the original EHS and will be continued.

Careful balancing and transparent decision-making in all spatial and infrastructural decisions

Demand-driven programming and urban development by provincial and local authorities and the private sector are necessary to facilitate growth, keep ahead of stagnation and maintain liveability in regions with diminishing populations.

Sustainable urbanisation procedure

The available space should be used efficiently and excessive programming avoided. To achieve these aims, the Spatial Planning Decree (BRO) introduces a sustainable urbanization procedure.

The sustainable urbanisation procedure has three 'steps'.

- The authorities concerned assess whether the intended development meets regional, interlocal demand for industrial sites, offices, residential buildings, retail developments or other urban amenities that has not been met elsewhere. Besides a quantitative assessment (number of hectares, or number of homes), there must also be qualitative demand (e.g. an industrial site where a heavier environmental burden is permitted, or a specific type of living environment) at a regional scale. The appropriate regional scale is determined mainly by commuter traffic.

- If the intended development meets a regional, interlocal need, the authorities concerned will assess whether it can be met in an urban area by restructuring or transforming existing locations.

- If restructuring or transformation in an existing urban area offers insufficient potential for the regional, interlocal need to be met, the authorities concerned will assess whether it can be achieved in such a way that it can be accessed appropriately by multiple modes of transport.

The government will put in place a straightforward, coherent body of legislation covering spatial planning, infrastructure, water, housing, the environment, nature, agriculture, archaeology and monuments.

National Spatial Structure

The National Spatial Structure (see maps on following pages) illustrates in geographical terms the matters of national interest for which central government is responsible.

The map sets out roughly which areas and structures are of national importance in view of central government's goals concerning competitiveness, accessibility, liveability and safety, thus giving a visual impression of a coherent spatial structure.

To reveal how the various national challenges are connected, the National Policy Strategy sets them out for each individual MIRT region.

The North Sea is of major economic importance to the Netherlands in terms of shipping, fisheries, extraction of natural resources and generation of wind power. It is also important for naval exercises, as well as being an important wildlife habitat and a defining feature of our landscape.

The map highlights spatial challenges in the North Sea region.

Map: National Spatial Structure

Competitive

- Urban region with a concentration of key sectors
- Mainport Schiphol
- 20 Ke noise contour
- Rotterdam Mainport
- Brainport Southeast Netherlands
- Greenport
- Zuidas development
- International city of peace and justice
- (Potential) site for power plant, from 500MW
- (Potential) site for nuclear power plant
- High-voltage power line, from 220 kV
- New high-voltage power line (approximate route)
- Pipeline zone
- Pipeline
- Existing offshore wind farm
- Designated area for offshore wind farm
- Potential area for offshore-onshore grid link
- Area with high potential for wind power

Accessible

- Railway station for high-speed/international train
- Civilian airport of national importance
- Seaport of national importance
- Inland port of national importance
- Potential route for new road on main road network (not yet established)
- Potential route for new line on main railway network (not yet established)
- National or international main road network
- National or international main railway network
- National or international main waterway network

Liveable and safe

- Main water system
- Management of coastal foundation
- Primary flood defence
- Maintain unrestricted view to horizon
- Cultural heritage site on (tentative) World Heritage list
- Natural heritage site on World Heritage list
- Other property or site on (tentative) World Heritage list
- Revised national ecological network on land
- Military restricted zone
- Radar activity
- Military air base
- Military air base with civilian use
- Naval base
- Major military training area and/or artillery range

0 50 km

Achieving the aims of the SVIR and safeguarding national interests

The National Policy Strategy for Infrastructure and Spatial Planning (SVIR) provides a comprehensive view of central government's current spatial planning and mobility policy. The Policy Strategy also includes a section on achieving the aims it sets out, presenting an approach for each national interest based on current and future projects. Central government has four types of instruments at its disposal.

- Frameworks (area-based or thematic elaborations of the SVIR, relevant legislation);
- Performance agreements at administrative level (e.g. with provincial and municipal authorities, international agreements with authorities in neighbouring countries);
- Financial instruments (e.g. Infrastructure Fund, Delta Fund);
- Knowledge (e.g. consult Board of Government Advisers on spatial development issues, share best practices).

The 13 national interests identified in the SVIR are legally safeguarded by two pieces of legislation based on the Spatial Planning Act (Wro), one covering policy and the other procedures. They are,

- Spatial Planning (General Rules) Decree (Barro), which establishes the legal frameworks for safeguarding spatial planning policy
- Spatial Planning Decree (Bro). In accordance with central government's responsibility for putting in place a sound system for spatial planning, the Bro establishes legal frameworks for procedures relating to consideration of spatial planning interests and decision-making by the different tiers of government

The Bro will be amended in 2012 to include the sustainable urbanisation procedure.

13 National interests

The Barro currently addresses (6),

- Mainport Rotterdam Development project
- Military sites and objects
- Wadden Sea
- Coast (including primary flood defences)
- Major rivers
- World Heritage sites

The amended Barro, which comes into force in 2012, will also include (7),

- Reserved land for expanding the road and railway networks
- Safety on the waterways
- Electricity grid
- Land reclamation areas outside the dikes in IJsselmeer
- Protection of other primary flood defences
- Reserved land for the river Maas project
- National ecological network

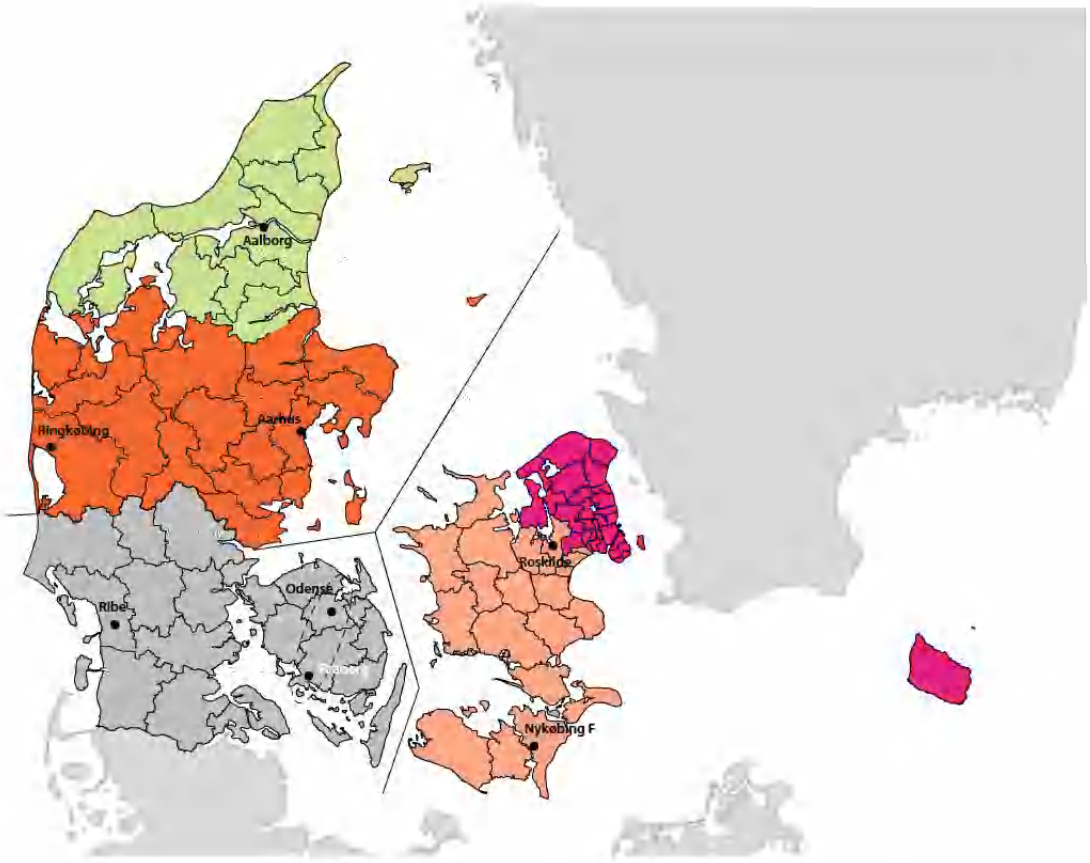
The Bro safeguards the sustainable urbanisation procedure, the procedural requirements for plans and the water management criteria, environmental

Spatial Planning in Denmark

Ministry of the Environment 2006 and 2007

2007 local government reform

Reforming local government structure Denmark has thoroughly reformed the public sector in recent years. A local government reform enacted in 2005 entered into force on 1 January 2007.



The Ministry's seven new environment centres. The environment centres in Aarhus, Odense and Roskilde take responsibility for spatial planning tasks.

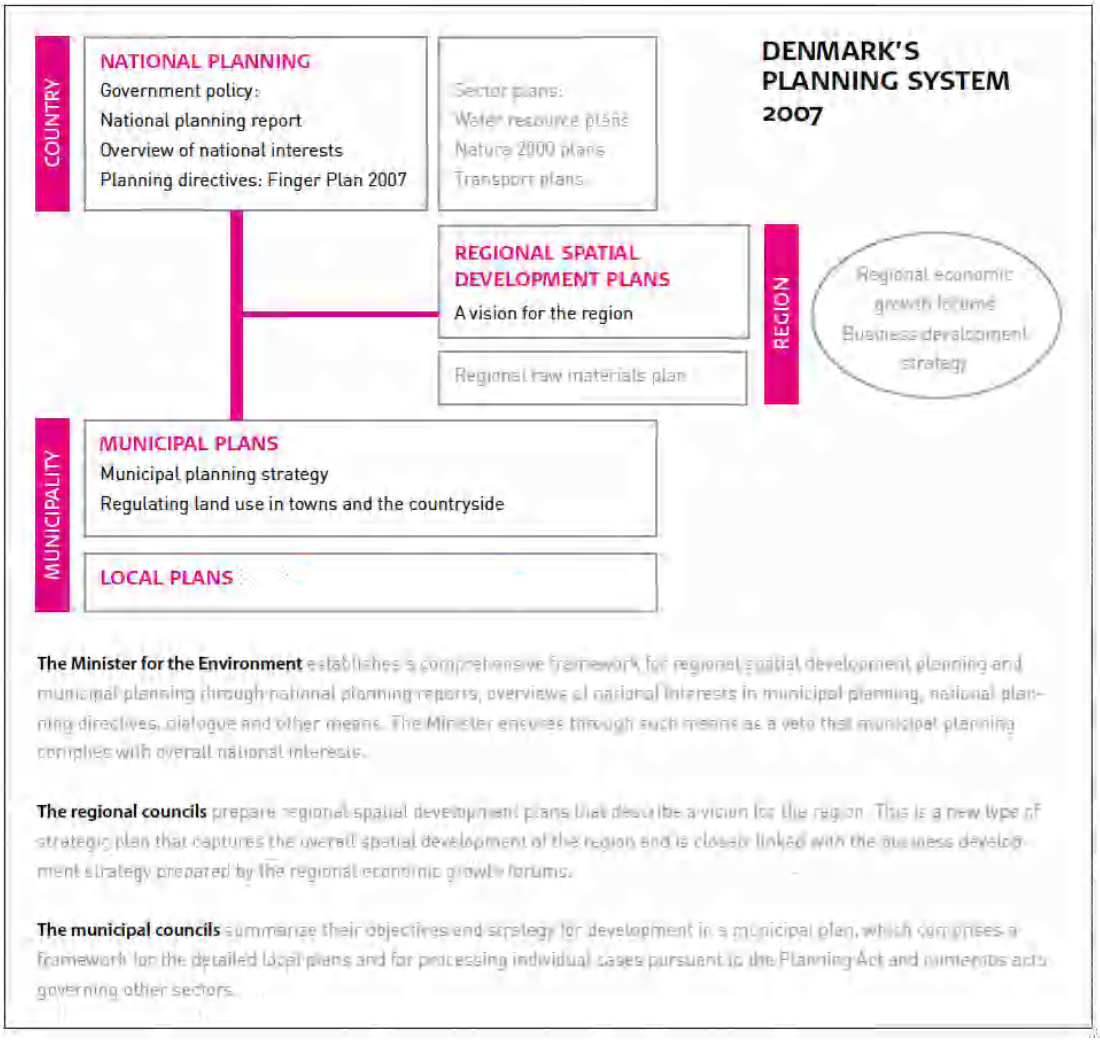
The reform abolished the counties and created five popularly elected regional councils. The former 271 municipalities have amalgamated into 98 municipalities responsible for nearly all social welfare tasks as the main gateway to the public sector for citizens and companies.

Denmark's planning system

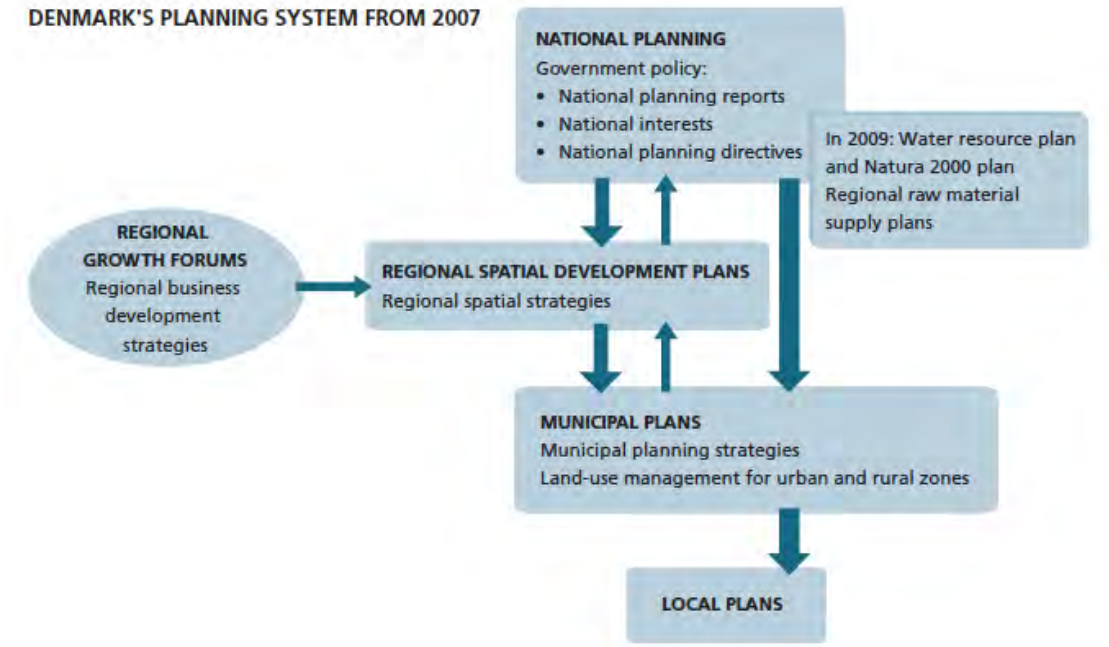
This reform thoroughly changed Denmark's spatial planning system. The Planning Act now delegates responsibility for spatial planning to the Minister for the Environment, five regional councils and 98 municipal councils. The Act is based on the principles of the reformed planning legislation of the 1970s of decentralizing decision-making authority and promoting public participation in the planning process.

The Ministry of the Environment has created seven decentralized environment centres to administer many of the Ministry's new tasks. This improves the Ministry's opportunities to monitor how the legislation is working in practice in local areas.

The municipalities are now responsible for planning both town and country. The municipal plans thus have a new role as the key plan for development and land use. Further, national planning has been strengthened. The state is now responsible for ensuring national planning interests in decentralized planning and for complex cases related to the environment, nature and spatial planning. The regional councils are developing regional spatial development plans, a new type of plan.



The world is opening up – spatial planning must contribute to preparing Denmark for change



Regional economic growth forums

The regional economic growth forums prepare a regional business development strategy that comprises part of the basis for the regional spatial development plan. The strategy is based on the strengths of the businesses in the administrative region, including the Government's four drivers of economic growth:

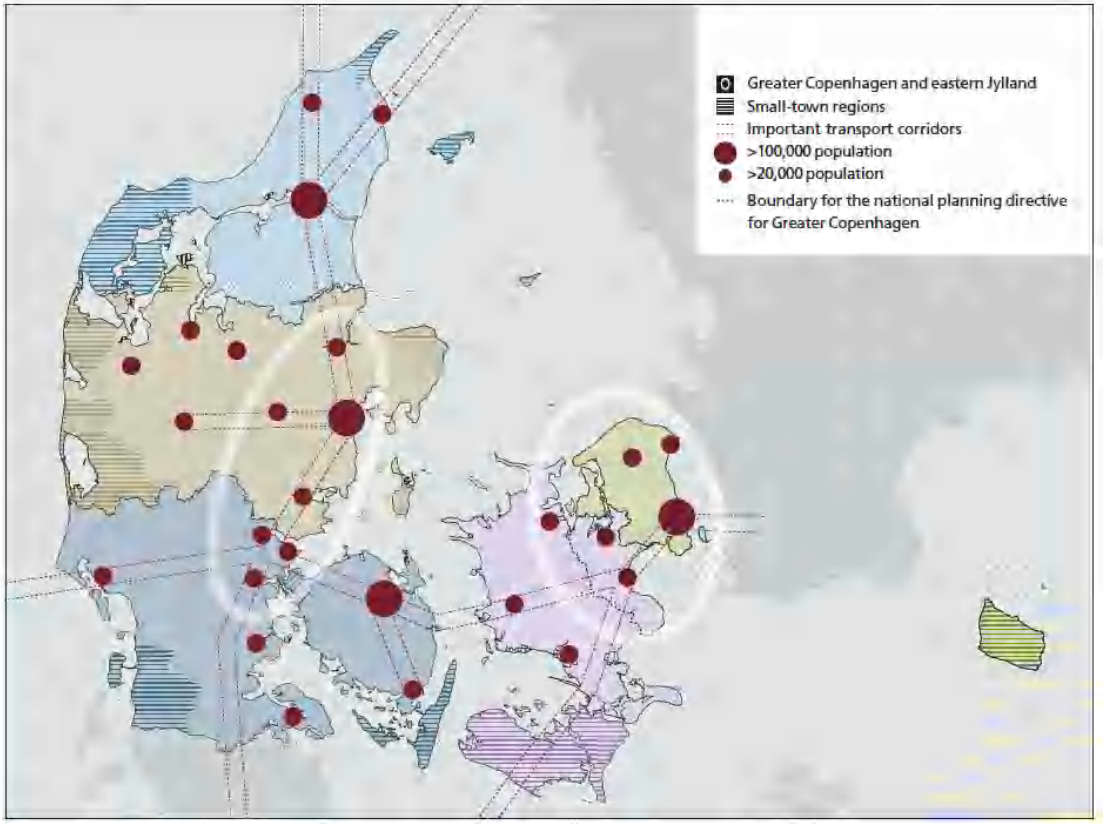
- Innovation
- Entrepreneurs
- Education and training
- New technology

The forums prepare action plans with numerous specific activities and priority actions.

Goals for spatial planning

The 2006 national planning report contains the Government's five goals for spatial planning in Denmark.

- Rural and urban areas should be distinct
- Development should benefit all of Denmark
- Spatial planning should be based on respect for the identity of cities and towns, nature, the environment and the landscape and townscape
- Spatial planning and investment in infrastructure should be closely integrated
- Spatial planning should be comprehensive



Sector plans (3)

The Ministry of the Environment is preparing water resource plans and Natura 2000 plans in accordance with EU directives that comprise a binding framework for municipal planning. The municipalities will follow up these plans with action plans.

The regional councils are preparing regional raw materials plans on the extraction of and the supply of raw materials. This new type of plan is binding for municipal planning.

The National Rail Authority is preparing the first national plan for public railway transport in 2007 to describe the national projects and decisions related to the railway network. This will ensure integration between national, regional and local public transport. The municipalities must comply with these plans in municipal planning.

Greater Copenhagen and the Øresund Region

National priority

- Ensuring that spatial planning strengthens the international competiveness of Greater Copenhagen.

Sjælland

National priority

- Spatial planning ensuring a well-functioning urban structure in relation to the transport infrastructure.

Eastern Jylland

National priority

- Initiating long-term spatial planning that can establish an overall urban structure and ensure coherent landscapes between towns.

Town regions

National priority

- Spatial planning being based on a comprehensive approach that supersedes the individual municipalities so that town networks can create the basis for innovation, knowledge and service.

Small-town regions

National priority

- Spatial planning in small-town regions emphasizing their natural qualities as an important potential for development as a supplement to efforts related to economic policy through such actors as the regional economic growth forums.

Greater Copenhagen, coastal areas and retail trade

The Planning Act includes special rules on planning in for,

- Greater Copenhagen
- Coastal areas
- Retail trade

Greater Copenhagen

Planning in Greater Copenhagen is intended to maintain the main principles of the finger city structure

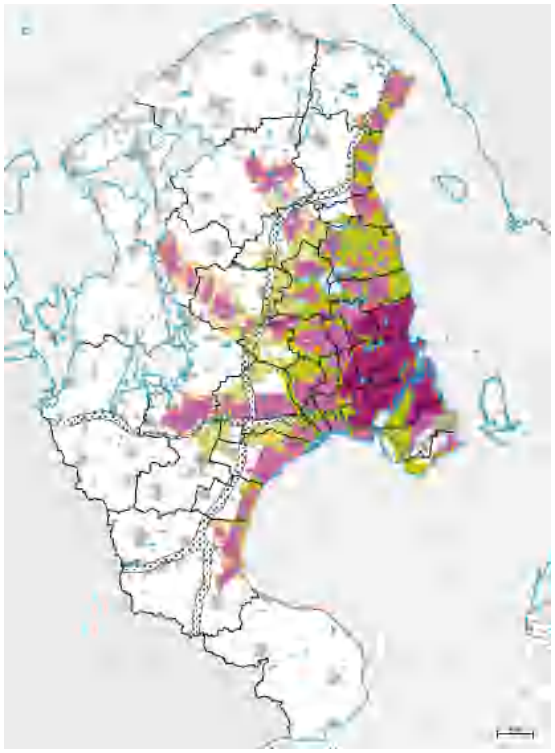
The Finger Plan 2007

Since the first finger plan was adopted in 1947, the aim has been to concentrate urban development in the fingers created by the suburban railway network and the radial road network and to keep the green wedges between the fingers undeveloped.

Copenhagen's profile as a green capital will be further strengthened in the future through a national planning directive on Finger Plan 2007, which will ensure clear demarcation between urban and rural zones, provide the best conditions for public transport and help the 34 municipalities in Greater Copenhagen in creating the urban planning of the future.

Regional responsibility

The Planning Act mandates that the municipalities take regional responsibility and determine their regional role. Municipal planning in Greater Copenhagen is implemented based on an assessment of development in the region as a whole and must maintain the main principles of the overall finger city structure. Urban development of regional significance must be coordinated with the extension of Greater Copenhagen's overall infrastructure, especially public transport services.



Coastal areas

Coastal areas are to remain free of development that can be located elsewhere
Planning for retail trade is intended to promote a varied supply of retail shops in town centres

Retail trade

Spatial planning is intended to promote development in the centres of Denmark's numerous small and medium-sized towns and ensure that shops are easily accessible by all means of transport, especially walking, cycling and public transport.

The Planning Act generally limits the size of shops for each type of centre: 3500 m2 for general shops and 2000 m2 for specialty shops in town centres, centres of city districts and secondary centres.

The general rule is that new land designated for retail trade purposes will be designated in the centre of a town – in the city centre or the centre of a city district in cities.

The content of municipal plans

- Urban growth and summer cottage areas
- Location of various urban functions
- The structure of retail trade
- Transport installations
- Technical installations
- Polluting enterprises requiring special siting
- Projects requiring environmental impact assessment
- Noise protection
- Recreational facilities and allotment gardens
- Especially valuable agricultural areas
- Afforestation areas
- Wetlands
- Nature protection areas
- Valuable cultural environments
- Valuable landscapes
- Valuable geological assets
- Use of watercourses, lakes and coastal waters
- Coastal zone
- Implementation of national planning directives

Austrian Spatial Development Concept ÖREK 2011

Austrian Conference on Spatial Planning resolution August 4th, 2011

Introduction

Spatial planning brings together the diverse aspirations and interests of society in a common living space. In Austria, these tasks are the responsibility of the federal government, Länder and municipalities in accordance with the respective areas of competence as defined in the Constitution.

To better coordinate these tasks, the Austrian Conference on Spatial Planning (ÖROK) was set up already in 1971 as a political body. The ÖROK is made up of members of the federal government, heads of governments of the Länder, of the presidents of the Association of Cities and Towns, and of the Association of Municipalities as well as of the economic and social partners (in an advisory function).

Mission Statement

The Austrian Spatial Development Concept (ÖREK) is a strategic steering instrument for overall spatial planning and development at the national and Länder level as well as for cities and municipalities. It is not a concept that precisely defines and maps uses and their locations, but rather a jointly drafted "scheme" with a programme for action. It has a timeframe of ten years. Its purpose is to serve as guidance or as a guideline for the actions of the federal government, Länder, cities and municipalities as well as of interest group representatives; it furthermore aims to strengthen cooperation between these levels - also within the scope of the Austrian Conference on Spatial Planning (ÖROK).

The Austrian Spatial Development Concept 2011 is a response to the challenges of our time.

- Internationalisation of the economy
- Greater competition among business venues
- Aging population and immigration
- Climate change
- Space use and resource consumption
- Austria's changed geopolitical positioning in an expanding European Union.

As a response to these challenges, the Austrian Spatial Development Concept 2011 identifies key policy tasks with a spatial impact and allocates these to selected policy and planning tasks. The Austrian Spatial Development Concept does not displace sectoral schemes, but rather combines these to provide solutions for recognizable deficits.

Objectives

Basic tenets – Competitiveness, solidarity and sustainability

Territorial objectives - Compact cities, high-capacity axes, diversity in regions

- Compact settlement structure
- Polycentric structures
- High capacity axes
- Functional inter relations
- To supply the network of small and medium sized central places
- T promote the development of non urban areas
- To strengthen the development of the region's specific potentials
- To cope with population growth
- To examine spatial development mesaures

8 Principles for action for cooperative spatial development

- Sustainable spatial development
- Orientation on the common good
- Coherent planning
- Participative planning
- Collaboration in Austria
- Collaboration with neighbours
- Collaboration in Europe and with EU institutions
- Effect and implementation

Action Programme

4 Strands, 14 Actions, 36 Tasks

- Regional and national competitiveness (3 Actions and 9 Tasks)
- Social Diversity and Solidarity (3 Actions and 9 Tasks)
- Climate Change, Adaptation and Resource Efficiency (4 Actions and 9 Tasks)
- Cooperative and efficient handling structures (4 Actions and 9 Tasks)

Space for international connectivity

Concept of Croatian spatial development strategies - 2014

National Spatial Plan responsibilities

Croatian Spatial Development Institute (www.hzpr.hr/default.aspx) is the institution vested with competencies of managing the spatial development of Croatia.

- Drafting and coordinating the implementation of the National Spatial Development Plan, as well as other spatial plans that are enforced either by Croatian Parliament or by the Government
- Drafting, coordinating the implementation and setting up stakeholder relations when other documents of spatial development and/or protection of the territory are concerned
- Providing guidelines, development and management of the Information System of Spatial Development (ISPU at https://ispu.mgipu.hr/)
- Developing spatial indicators
- **Drafting National Spatial Development Report**
- Articulating expert opinions on the contents as well as the (advancement) of the spatial planning methodologies
- Forming partnership and stakeholder relations with individuals, international bodies, institutions and organizations, with the aim of implementing spatial development projects and programs
- Actively participating in the fulfillment of international commitments of the Republic of Croatia, with regard to spatial development
- Enabling access to spatial information
- Participating in drafting of sectorial strategies, plans, studies and other state-relevant documents, as proscribed by separate bills (lex specialis)
- Other business as defined by the Spatial Development Act (Official Gazette No. 153/13 at http://www.mgipu.hr/doc/Propisi/Physical_Planning_Act.pdf) and other legal documents

New NSP for Croatia

In November 2014 Minister Mrs. Anka Mrak-Taritaš presented the concept of the future Spatial Strategy of Croatia with a time-horizon of 2030

The concept of Croatian spatial development strategies was presented at the expert meeting " system of physical planning , from strategy to the spatial plan of the new generation " as a prelude to a public debate that will follow in early 2015, with the adoption of the new strategy expected in the summer.

" The strategy will respond to issues where Croatia is going on the road to 2030, to see development, development of the economy and new transport routes as the basis for the National Spatial Plan ,"

" There is a long tradition of spatial planning and spatial development and the new strategy is just a continuation of what we have been doing over the past 50 years ,"

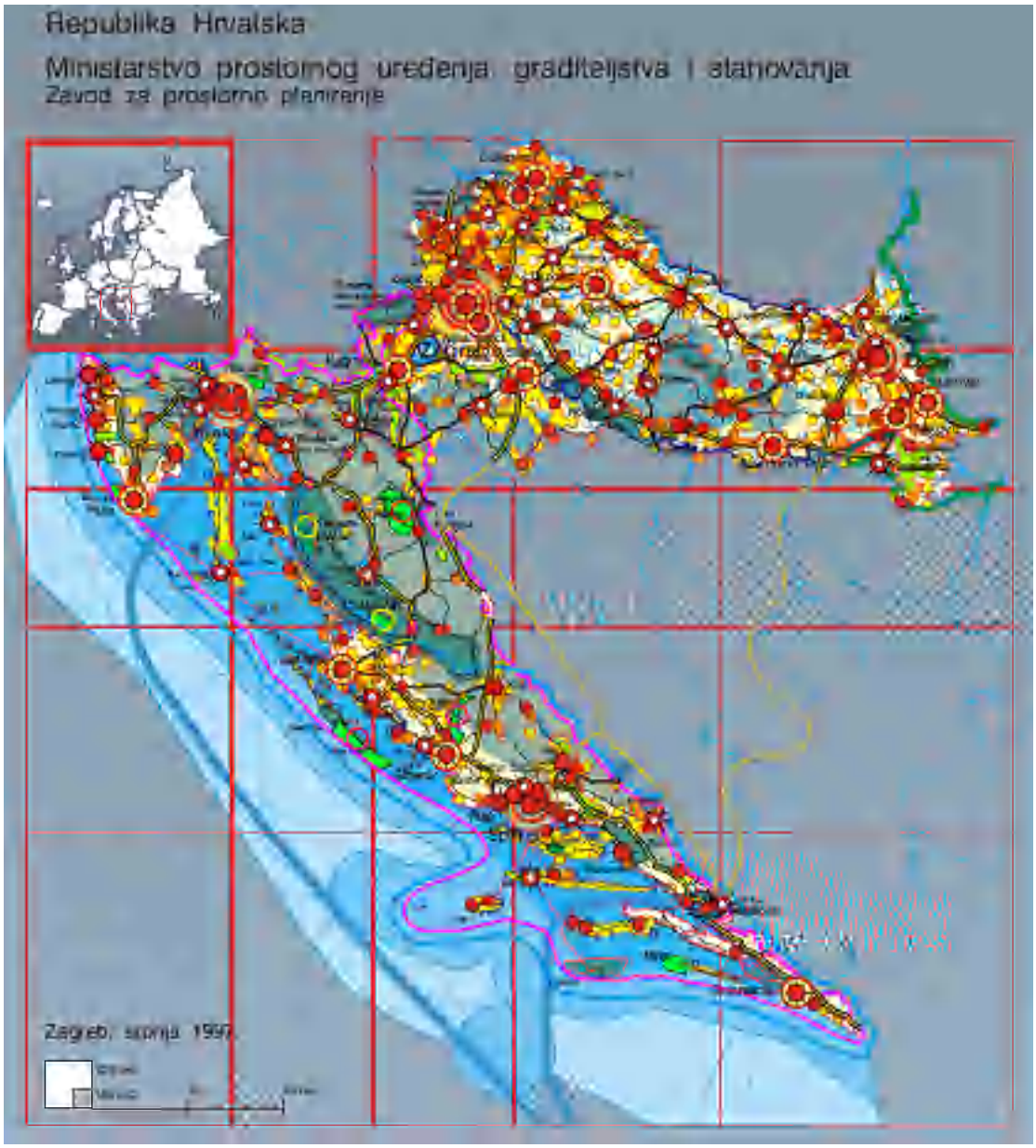
The Minister noted that the development of the strategy was preceded by legislation that further enabled cities and municipalities.

The concept of strategy would be based on balanced development in order to prevent depopulation of Croatia and raising the quality of life, said the director of the Croatian Institute for Spatial Development Irena Matkovic.

The concept defines the specific objectives relating to,

- Sustainable organization of space
- Integration into the European space
- Preserving the identity of space
- Energy stability
- Active adjustment

The biggest problems are the depopulation of certain territories and the risks of climate change, such as floods, but there are also unresolved issues, such as vacant areas in cities.



NSP 1997

Greek National Spatial Planning Strategy and National Spatial Plans

Ministry of Environment Energy& Climate Change - Department of Spatial Planning

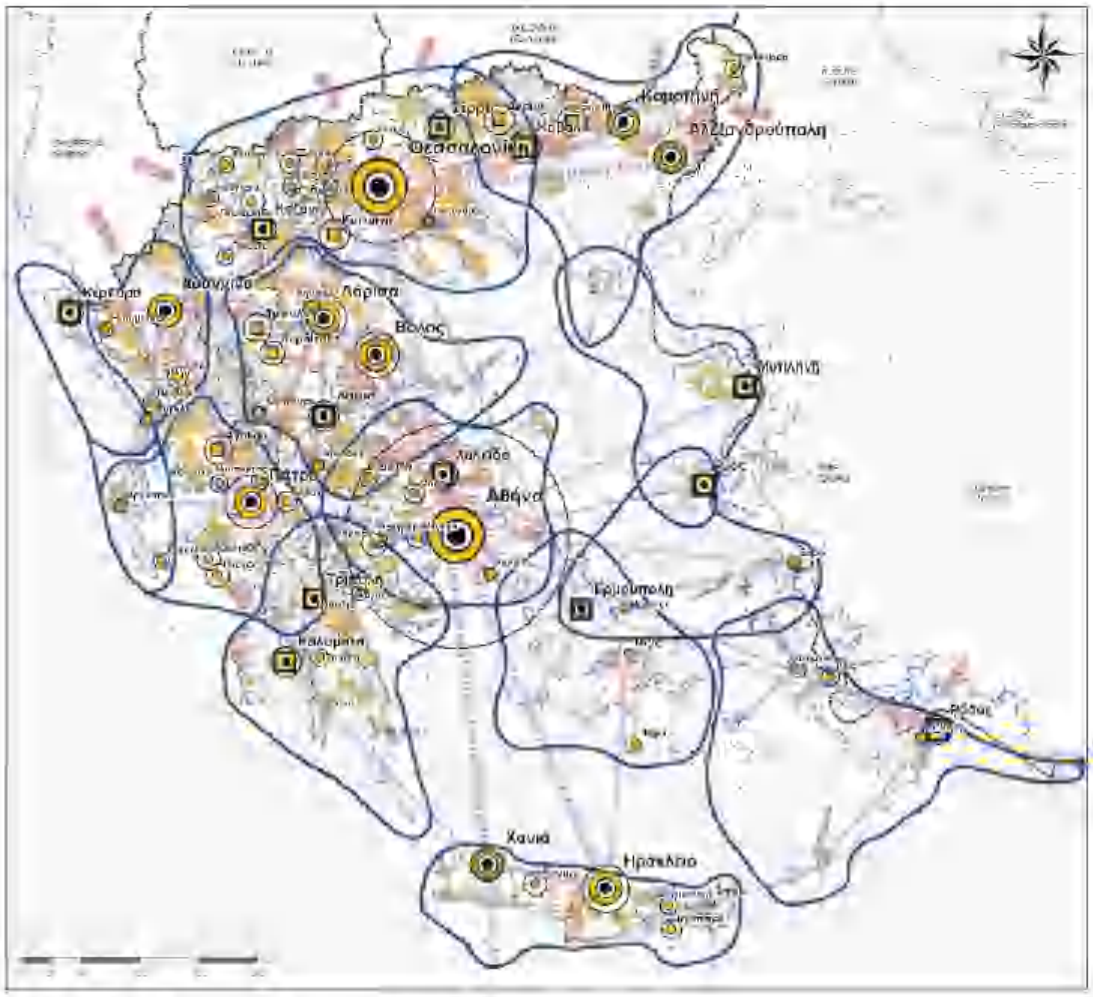
National and regional spatial planning

In 2008 Greece approved the General Framework for Spatial Planning and Sustainable Development, and 4 Special (Sectoral) Spatial Plans at national level. These Special Spatial Plans specify the national sectoral policy, at national level.

From 2003 Greece has had Regional Spatial Plans for all the Greek regions. New regional plans are expected in June 2015. These Regional Spatial Plans should be consistent with the guidelines of spatial plans at national level and provide the guidance to local plans (see table below).

In 2014 there was a new spatial planning law, 4269/2014. Spatial planning at national level continues to exist with some changes. The name General Framework for Spatial Planning and Sustainable Development changes and is now called the **National Spatial Planning Strategy**. The Special (Sectoral) Frameworks for Spatial Planning and Sustainable Development are now called now **National Spatial Plans**.

Spatial Planning Instruments	Area covered	Responsible planning authority
National level: General Framework for Spatial Planning and Sustainable Development	The whole country	Ministry of Environment Energy & Climate Change National Parliament
Special Spatial Plans: Special Framework for Spatial Planning and Sustainable Development • Industry, • RES, • Tourism • Aquaculture,	The whole country	Ministry of Environment Energy & Climate Change Co-ordinating Committee of Governmental Policy for Spatial Planning and Sustainable Development (inter-governmental organ)
Regional Spatial Plans	The area of a Region	Ministry of Environment Energy & Climate Change



Χάρτης 8.2: Εταιρική σχέση πόλης - υπαίθρου

ΥΠΟΜΝΗΜΑ

ΑΣΤΙΚΑ ΚΕΝΤΡΑ

Μητροπολιτικός πόλος (1ο επίπεδο)

Περιφερειακοί εθνικοί πόλοι (2ο επίπεδο)

Δευτερεύοντες εθνικοί πόλοι (3ο επίπεδο)

Λοιποί εθνικοί πόλοι (4ο επίπεδο)

Λοιπά νομαρχιακά κέντρα, πόλοι άνω των 10.000 κατοίκων και άλλα σημαντικά κέντρα (5ο επίπεδο)

ΟΤΑ ΜΕ ΗΜΙΑΣΤΙΚΑ ΚΕΝΤΡΑ

5.000 – 10.000 κατ/κα

2.000 – 5.000 κατ/κα

ΕΤΑΙΡΙΚΗ ΣΧΕΣΗ ΠΟΛΗΣ - ΥΠΑΙΘΡΟΥ

Χωρικές ενότητες βασισμένες στη συνεργασία αστικών, ημιαστικών & λοιπών οικισμών

Ενίσχυση δικτύου οριζόντιας συνεργασίας

Κύριες λειτουργικές εξαρτήσεις αστικών κέντρων:

μεταξύ αστικών κέντρων του επιπέδου

αστικών κέντρων 2ου επιπέδου με αστικά κέντρα του επιπέδου

μεταξύ αστικών κέντρων 2ου επιπέδου

αστικών κέντρων 2ου και 4ου επιπέδου με ανώτερα επιπέδου

μεταξύ αστικών κέντρων 2ου και 4ου επιπέδου

αστικών κέντρων 4ου και 5ου επιπέδου με ανώτερα επιπέδου

αστικών κέντρων 4ου και 5ου επιπέδου μεταξύ τους

συνολικά όλων των κέντρων (δίπολα)

Ενίσχυση συνοχής ημιαστικού χώρου

ενίσχυση σημαντικών λειτουργικών εξαρτήσεων ημιαστικών μεταξύ τους και με την ημιαστική χώρα

Πληθυσμός οικιστικών κέντρων

1.000.000

500.000

100.000

50.000

10.000

Χάρτης 6.1 : Νέο και Αναβαθμιζόμενο Οδικό Δίκτυο

ΥΠΟΜΝΗΜΑ

ΟΔΙΚΟ ΔΙΚΤΥΟ

ΚΥΡΙΟΙ ΠΟΛΟΙ ΑΝΑΠΤΥΞΗΣ

- Μητροπόλεις
- Πρωτεύοντες εθνικοί πόλοι
- Δευτερεύοντες εθνικοί πόλοι
- Λοιποί εθνικοί πόλοι

ΙΕΡΑΡΧΙΣΗ ΑΣΤΙΚΩΝ ΚΕΝΤΡΩΝ
ΜΕ ΒΑΣΗ ΤΟΥΣ ΠΛΗΘΥΣΜΟΥΣ 2001

1.000.000 500.000 100.000 50.000 10.000

Πηγή: ΕΣΥΕ - Απογραφή 2001

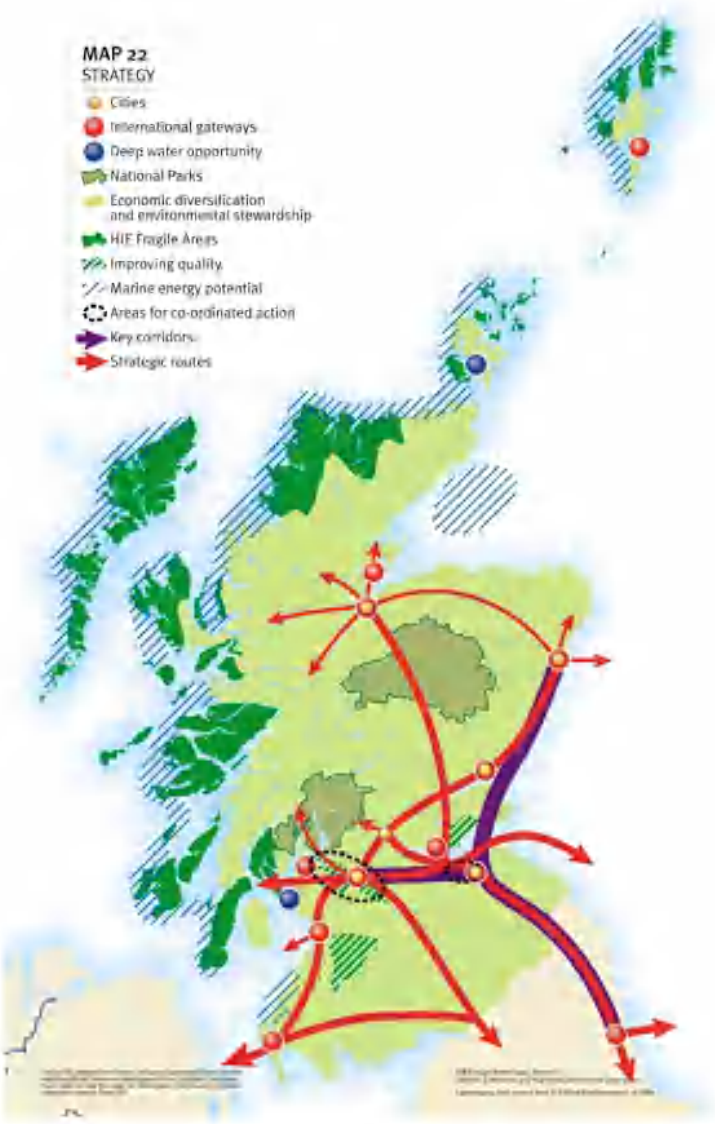
National Planning Framework for Scotland

Scottish Government 2004

Components of the Development Strategy

The main spatial components of the Development Strategy are shown on the following diagram.

- Scotland's cities
- International gateways
- Deep water opportunities at Hunterston and Scapa Flow
- Communications corridors and strategic transport routes, which will be of importance in supporting Scotland's development to 2025
- Promotes economic diversification
- Promotes environmental stewardship in Scotland's landward areas,
- Identifies areas where the quality of the environment needs to be strengthened
- Draws attention to the great potential for marine energy development on the West and North Coasts
- Identifies West Edinburgh and the Clyde Corridor as areas where coordinated action is required to support economic development and area regeneration



Scotland's Third National Planning Framework

Ambition - Opportunity - Place

Scottish Government 2014

The Scottish Government's central purpose is to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.

To achieve this, the Government Economic Strategy aims to share the benefits of growth by encouraging economic activity and investment across all of Scotland's communities, whilst protecting our natural and cultural assets.

Vision

Successful, sustainable place. We have a growing low carbon economy which provides opportunities that are more fairly distributed between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough, good quality homes. Our living environments foster better health and we have reduced spatial inequalities in well-being. There is a fair distribution of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places.

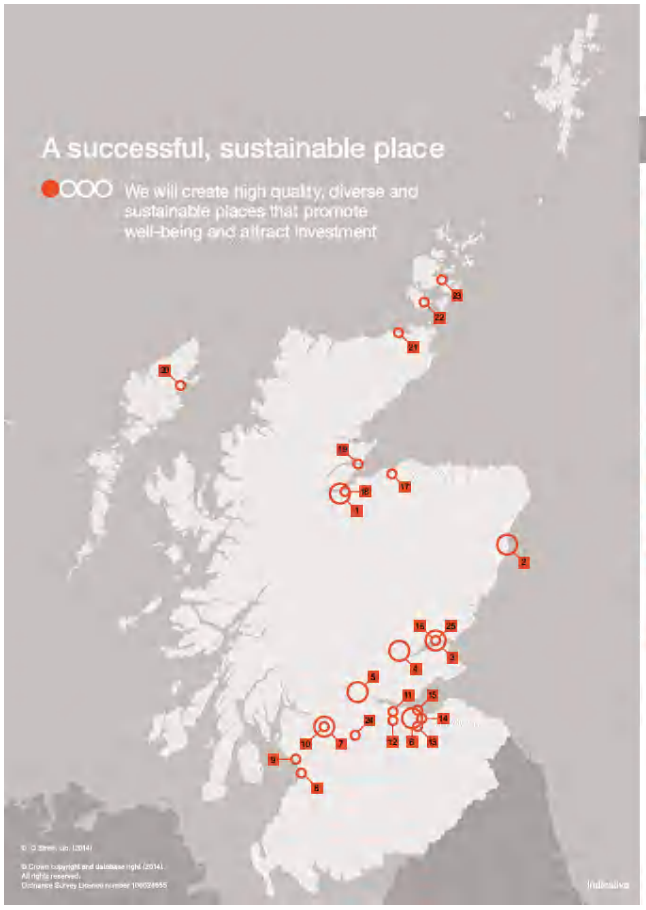
Low carbon place. We have seized the opportunities arising from our ambition to be a world leader in low carbon energy generation, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel.

Natural, resilient place. Natural and cultural assets are respected, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more resilient to the impacts of climate change.

Connected place. The whole country has access to high-speed fixed and mobile digital networks. We make better use of our existing infrastructure, and have improved internal and international transport links to facilitate our ambition for growth and our commitment to an inclusive society.

Spatial Strategy

Our spatial strategy shows where there will be opportunities for growth and regeneration, investment in the low carbon economy, environmental enhancement and improved connections across the country. It indicates where we expect most change to happen, from our city regions to rural areas and coastal towns.



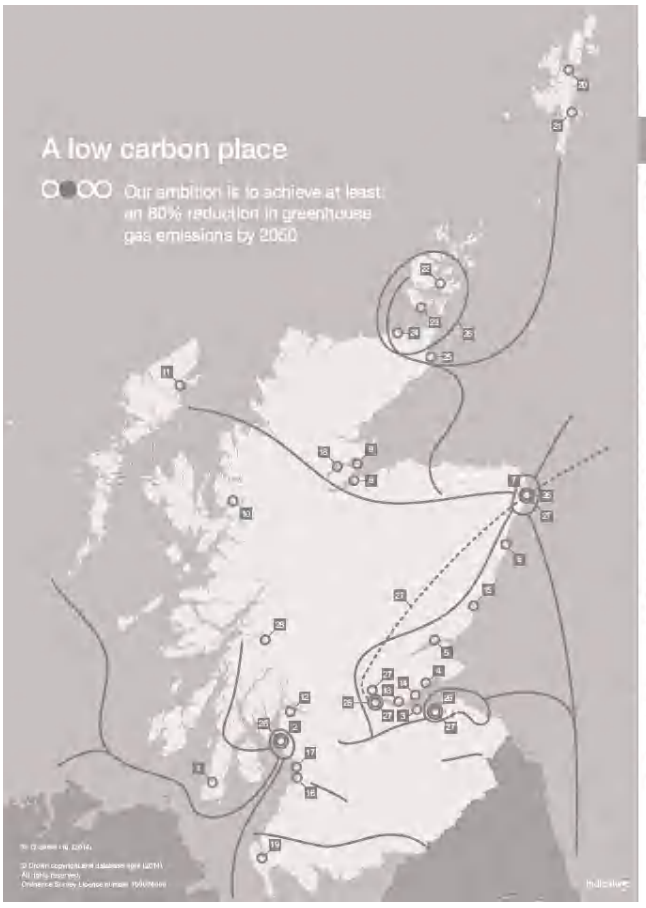
Detail key

Place

Cities
- Inverness
- Aberdeen
- Dundee
- Perth
- Stirling
- Edinburgh
- Glasgow

Enterprise Areas
- Prestwick International
- Irvine
- Creative Clyde
- Broxburn
- Livingston
- Midlothian BioCampus
- Edinburgh BioQuarter
- Port of Leith
- Dundee Port
- Enterprise Park Forres
- Inverness Campus
- Nigg
- Arnish
- Scrabster
- Lyness
- Hatston

National Developments
- Ravenscraig
- Dundee Waterfront



Detail key

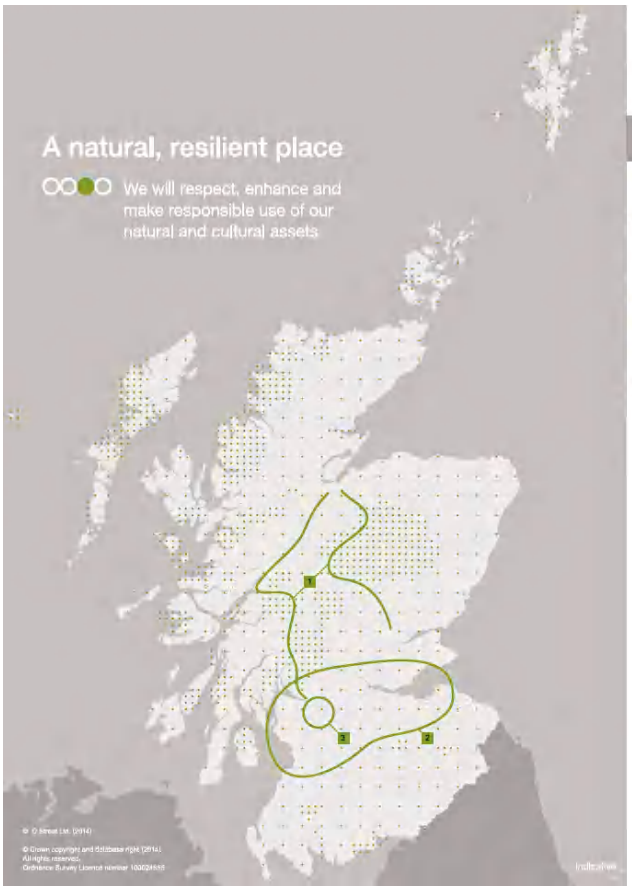
Infrastructure

NRIP sites
- Machrihanish/ Campbeltown
- Hunterston
- Leith
- Methil
- Dundee
- Aberdeen
- Peterhead
- Ardersier
- Nigg
- Kishorn
- Arnish

NRIP – further potential sites
- Inverclyde
- Rosyth
- Burntisland
- Montrose
- Ayr
- Troon
- Highland Deephaven
- Stranraer/Cairnryan
- Sella Ness
- Lerwick
- Hatston (Kirkwall)
- Lyness
- Scrabster
- Wick

Energy Hubs – Areas of Co-ordinated Action
- Peterhead, Hunterston, Cockenzie, Grangemouth, Pentland Firth and Orkney Waters

National Developments
- Carbon Capture and Storage (CCS) Network and Thermal Generation
- High Voltage Energy Transmission Network
- Pumped Storage (Cruachan)



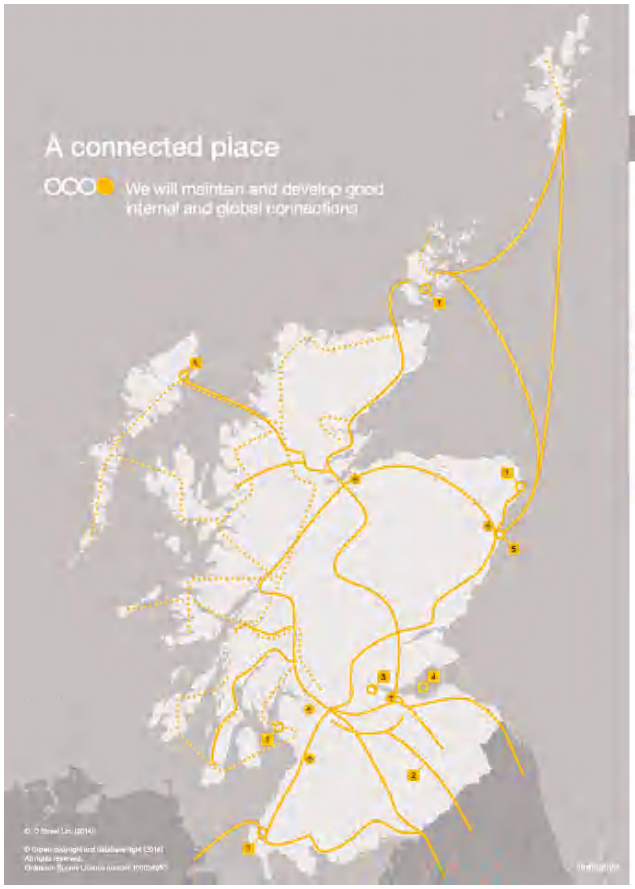
Detail key

Environment

- 1 Scenic Corridors
- National Scenic Areas, National Parks and Biosphere Reserves

National Developments

- 2 Central Scotland Green Network
- 3 Metropolitan Glasgow Strategic Drainage Partnership
- National Cycling and Walking Network



Detail key

Movement

- 1 **Key ports**
  - Cairnryan
  - Peterhead
  - Stornoway
  - Scapa Flow
  - Hunterston
- **Key transport routes**

National Developments

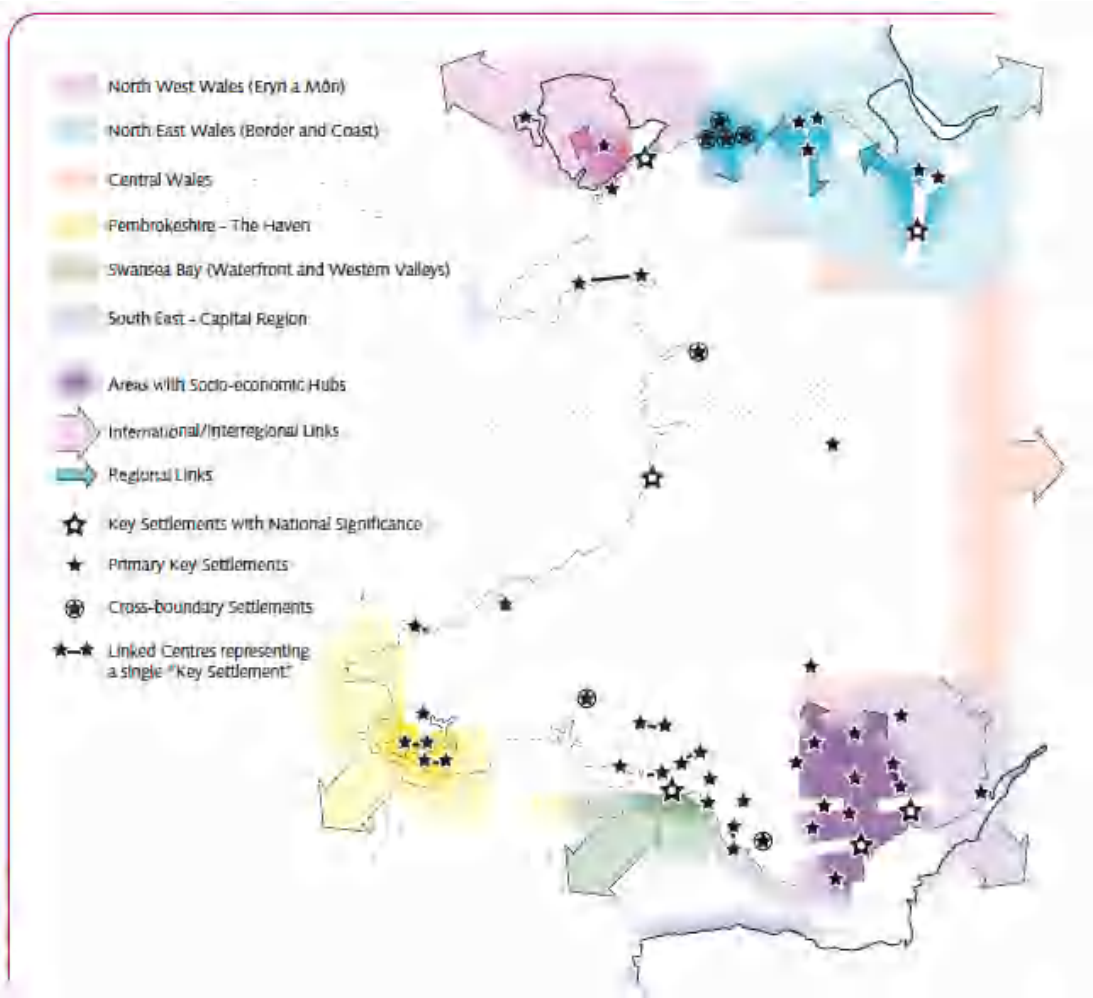
- 2 High Speed Rail
- Strategic Airport Enhancements: Inverness, Aberdeen, Edinburgh, Glasgow, Prestwick
- 3 Grangemouth Investment Zone
- 4 Freight on the Forth
- 5 Aberdeen Harbour
- A Digital Fibre Network

Wales Spatial Plan

Welsh Assembly Government - 2008

Vision

- We will sustain our communities by tackling the challenges presented by population and economic change
- We will grow in ways which will increase Wales' competitiveness while assisting less well-off areas to catch up on general prosperity levels and reducing negative environmental impacts
- We will enhance the natural and built environment and we will sustain our distinctive identity



Key Features

Fuzzy Boundaries - Spatial Plan Areas are not defined by administrative boundaries. This enables partners to work together on common issues in a flexible way, and some may be involved in more than one Spatial Plan Area Group.

Key Settlements - Each Spatial Plan Area Group has identified the centres likely to form the focus for the region's future development. Those of national importance are shown here and the full range is shown in the Area maps.

Cross-boundary Settlements - Some settlements are particularly important for the development of more than one Area because they look in many directions. They will feature in more than one Area strategy.

Socio-economic Hubs - These illustrate where there are greater concentrations of population and economic activity compared to the rest of the region.

International/Interregional Links/ Regional Links - The international, interregional and regional links are an indication of the need to look outwards, working together with neighbouring sub-regions within Wales and in England and Ireland.

Key issues

- Building Sustainable Communities
- Promoting a Sustainable Economy
- Valuing our Environment
- Achieving Sustainable Accessibility
- Respecting Distinctiveness

Regional Development Strategy for Northern Ireland 2035

Building a Better Future

Government of Northern Ireland 2010

Vision

- An outward-looking, dynamic and liveable Region with a strong sense of its place in the wider world

- A Region of opportunity where people enjoy living and working in a healthy environment which enhances the quality of their lives and where diversity is a source of strength rather than division

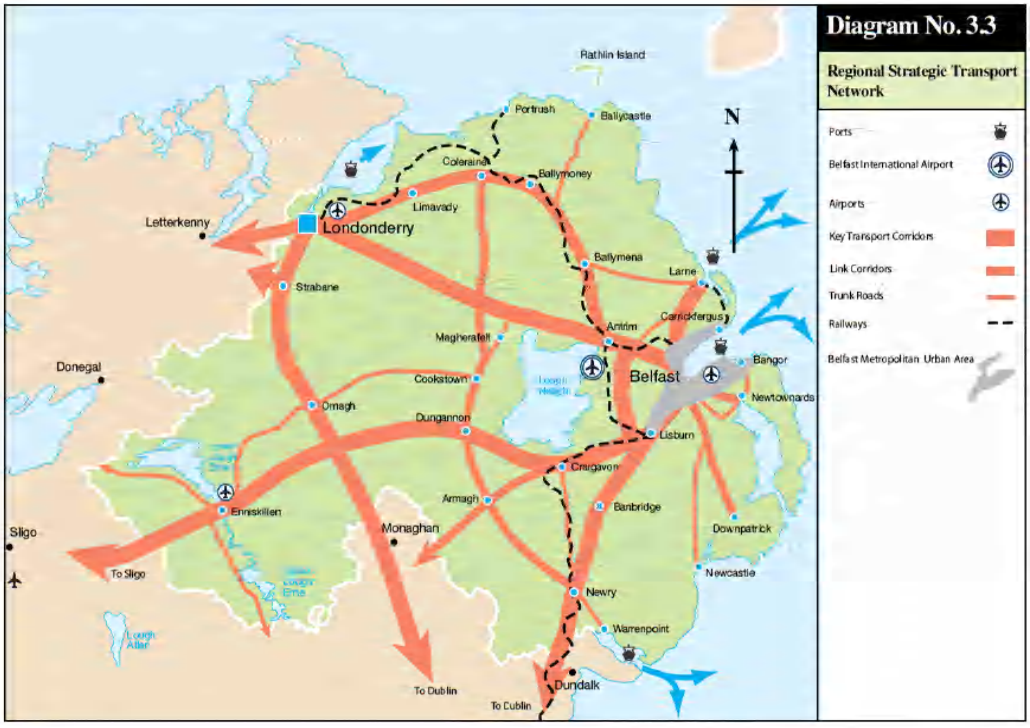
Aims

- Support strong, sustainable growth for the benefit of all parts of Northern Ireland
- Strengthen Belfast as the regional economic driver and Londonderry as the principal city of the North West
- Support our towns, villages and rural communities to maximise their potential
- Promote development which improves the health and well-being of Communities
- Improve connectivity to enhance the movement of people, goods, energy and information between places
- Protect and enhance the environment for its own sake
- Take actions to reduce our carbon footprint and facilitate adaptation to climate change
- Strengthen links between north and south, east and west, with Europe and the rest of the world

Spatial Framework

The spatial framework has the following 5 components

- The Metropolitan Area centred on Belfast.
- Londonderry - principal city of the North West
- Hubs and Clusters of Hubs
- The Rural Area
- Gateways and corridors



Belfast Metropolitan Area and hinterland

One of the aims of the previous RDS was to maintain a balance of growth between the BMUA and its hinterland and the rest of the region.

National Spatial Strategy for Ireland 2002-2020

Government of Ireland 2002

Unbalanced development will continue unless we change

The pace of development in Ireland over the last decade has been remarkable. But progress has been uneven, with some areas developing faster than others. This has led to rapid development and congestion in some places, but underdevelopment in others. Patterns of unbalanced development could continue and worsen, posing increasing threats to the competitiveness of Ireland's economy, the quality of our environment and most of all, the quality of people's lives.

The National Spatial Strategy offers a new approach to planning for the future development of the country at national, regional and local level.

Core messages of the NSS

The NSS has five core messages.

A wider range of work opportunities - The greater Dublin area has had a key role in Ireland's growing prosperity. But instead of trying to stop Dublin's growth and risk damaging Ireland's development as a whole, we need to sustain Dublin's role as an engine of the economy. At the same time we must strengthen the drawing power of other areas to emulate the economic role of Dublin and achieve a better spread of investment and work opportunities across the country. In this way the NSS can deliver better quality of life by bringing people, jobs and services closer to each other.

A better quality of life - Quality of life is increasingly important to people. It adds to the attractiveness and competitiveness of places. People want to spend less time travelling long distances or in traffic and more time at home with their families or enjoying leisure activities.

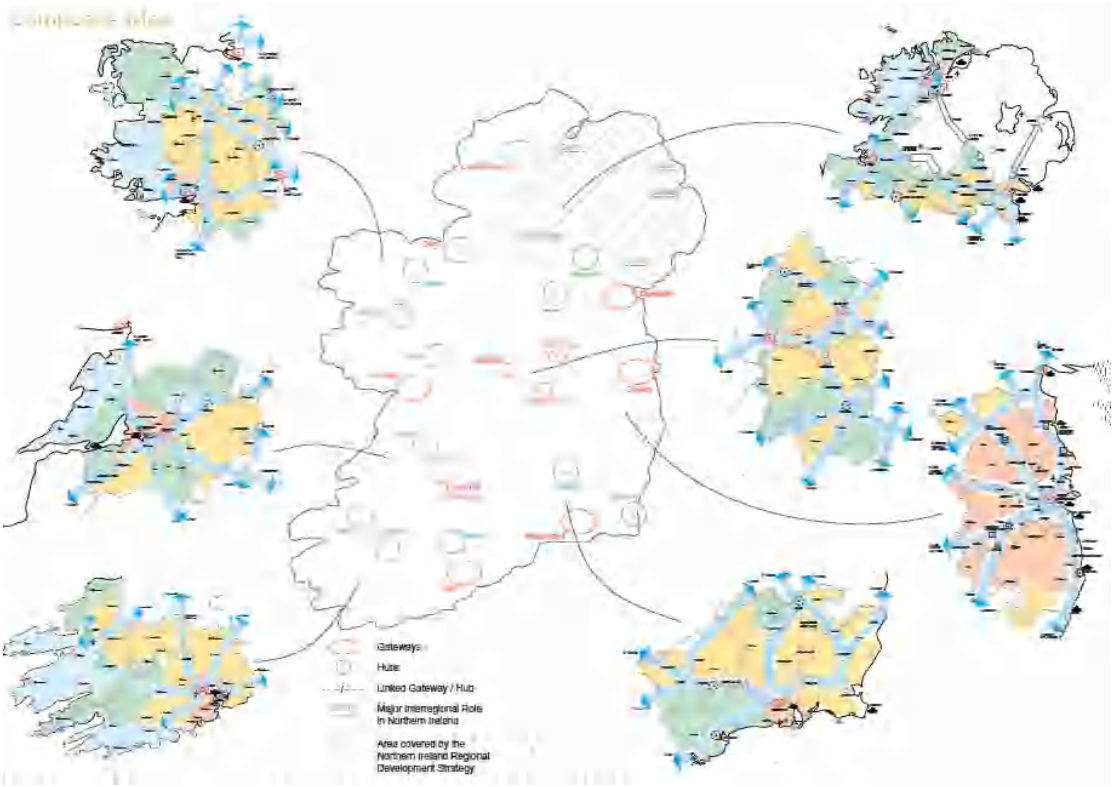
Better places to live in - The NSS is a national planning framework which aims to ensure that our cities, towns and rural areas develop in a way that meets the economic and social needs of our growing population, while we protect the environment for our own and future generations.

Effective Urban and Rural Planning - We need to renew, consolidate and develop Ireland's cities and towns, keeping them as physically compact and public transport friendly as possible, while seeking to achieve the highest quality of design in new development and refurbishment. In addition to that, the NSS seeks to sustain, support and renew rural communities.

Getting things done - If the strategy is to work, county and city development plans of local authorities, regional planning guidelines and the plans of state agencies and infrastructure providers must be consistent with the spatial strategy. Measures are being put in place to achieve this.

What's in the NSS

- Gateways and linked gateways
- Hubs and linked hubs
- Other towns
- Rural areas
- Transport and infrastructure

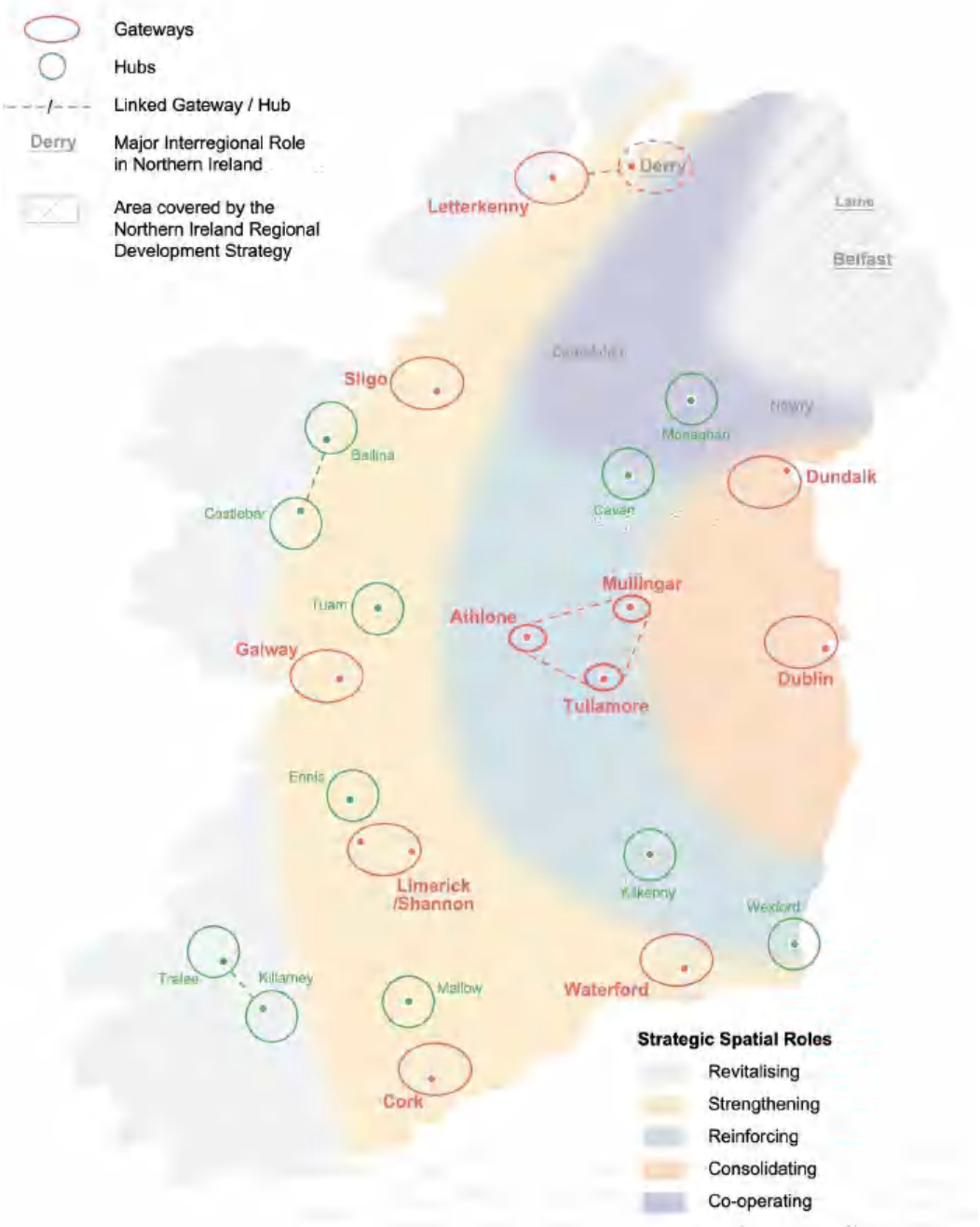


Update

February 2013

NSS to be scrapped

Yesterday Minister Phil Hogan announced that the National Spatial Strategy (NSS) is to be scrapped and replaced by a new policy in about a year's time. He said that said the present 'strategy had failed' because 'the gateway and hub cities and towns never received the resources to ensure their development and "nothing has happened" in the ten years since they were designated.' Continuing that 'there was no point in having a designation without the resources.'



Reasons

It is certainly the case that the NSS did not live up to its expectations, despite its promise and intent. The initiative failed for a number of reasons, of which resourcing is just one.

- First, there were flaws in its initial design with respect to the designation of too many hubs and gateways and there were accusations of stroke politics in location selection.

- Second, because it was introduced in 2002 it missed its logical initial resourcing stream, the National Development Plan (NDP) 2000-06. It did underpin the NDP 2007-13, but then the crisis hit and the NDP got quickly dropped and funding for NSS initiatives, such as the gateways fund, was one of the first things the DECLG dropped from its programme.

- Third, there was weak political buy-in across the board, especially within government. This was made abundantly clear by the decentralisation programme introduced by Charlie McCreevy in 2003 that sought to move government departments and state agencies to just about every location except gateways and hubs. Decentralisation seriously undermined the rationale and impetus of the NSS.

- Fourth, the NSS was not put on a statutory basis and up until 2010 planning authorities only had to give 'due regard' to it, rather than complying with it. In a period of developer-led, laissez faire, localist planning this was a license to largely ignore it.

What this meant was a very partial implementation, though the NSS did have some effects on other policy (e.g. NDP, Transport 21, Rural Ireland 2020, etc) and was significantly boosted by the introduction of regional planning guidelines and the Planning and Development Act (2010) and the introduction of core strategies (in which planning decisions have to demonstrate they fit local, county, regional and national policy objectives).

Latvia National Development Plan 2030 and Sustainable Development Strategy 2020 - (www.pkc.gov.lv)

Introduction

The National Development Plan 2014–2020 (NDP2020) is hierarchically the highest national-level medium-term planning document. NDP2020 is closely related to the Sustainable Development Strategy of Latvia until 2030 (Latvia2030) and the National Reform Programme for the Implementation of the EU2020 Strategy (NRP).

Vision of Latvia in 2020 - Economic Breakthrough – for the Greater Well-Being of Latvia

Priority - Growth of the National Economy

- Highly Productive Manufacturing and Internationally Competitive Services with Export Potential
- Outstanding Business Environment
- Advanced Research and Innovation and Higher Education
- Energy Efficiency and Energy Production

Priority - Human Securitability (a form of resilience)

- Decent Work
- Stability for Demographic Growth
- Development of Competencies
- Healthy and Fit for Work
- Belonging to Latvia: Cooperation and Culture

Priority Growth for Regions

- Promotion of Economic Activity in the Regions: Unleashing the Potential of Territories
- Availability of Services for Creating More Equal Work Opportunities and Living Conditions
- Sustainable Management of Natural and Cultural Capital

Spatial Development Perspective

Improvement of Accessibility

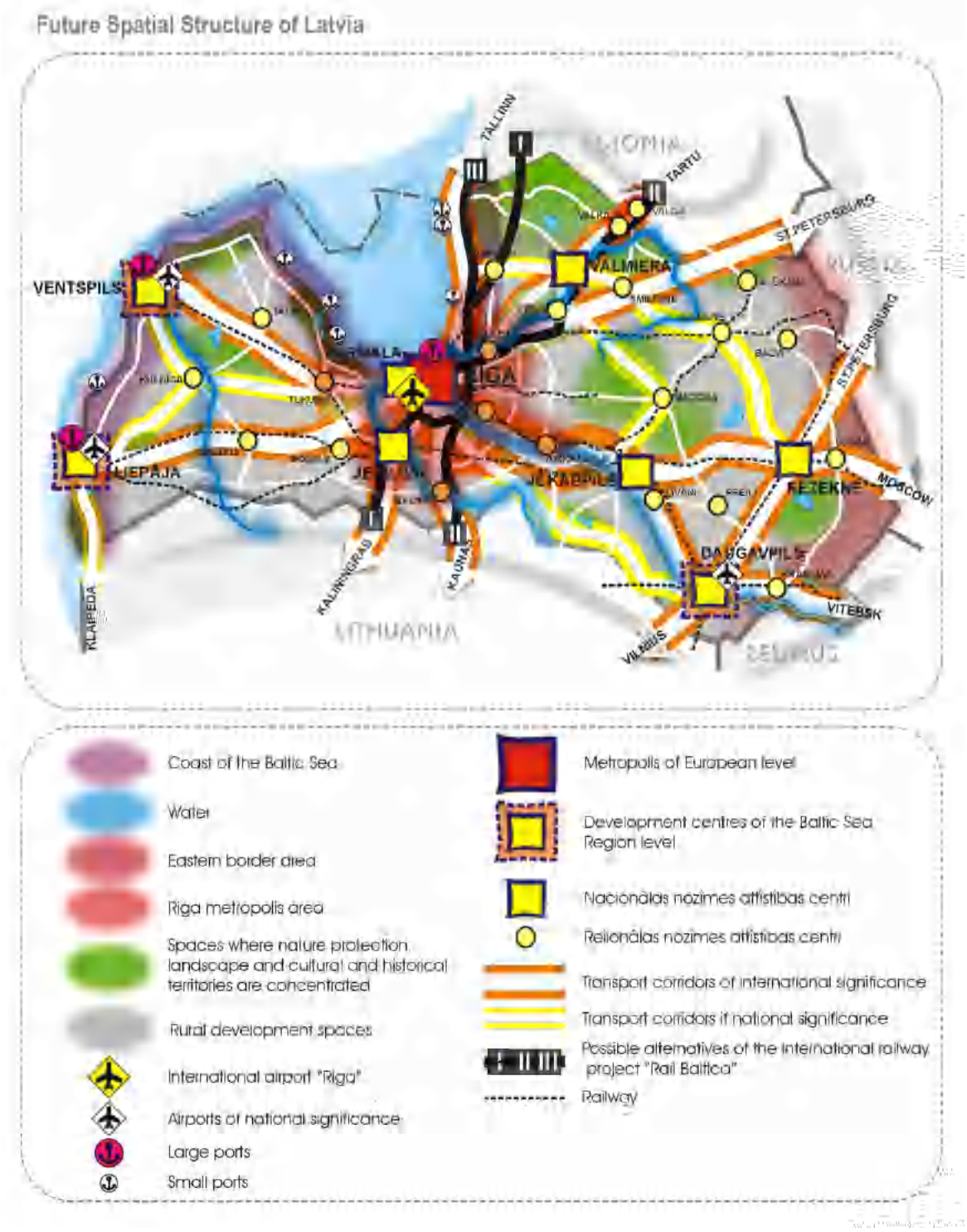
- Planning of Transport Infrastructure and Public Transport
- Development of Transport Infrastructure
- Development of Communications Network

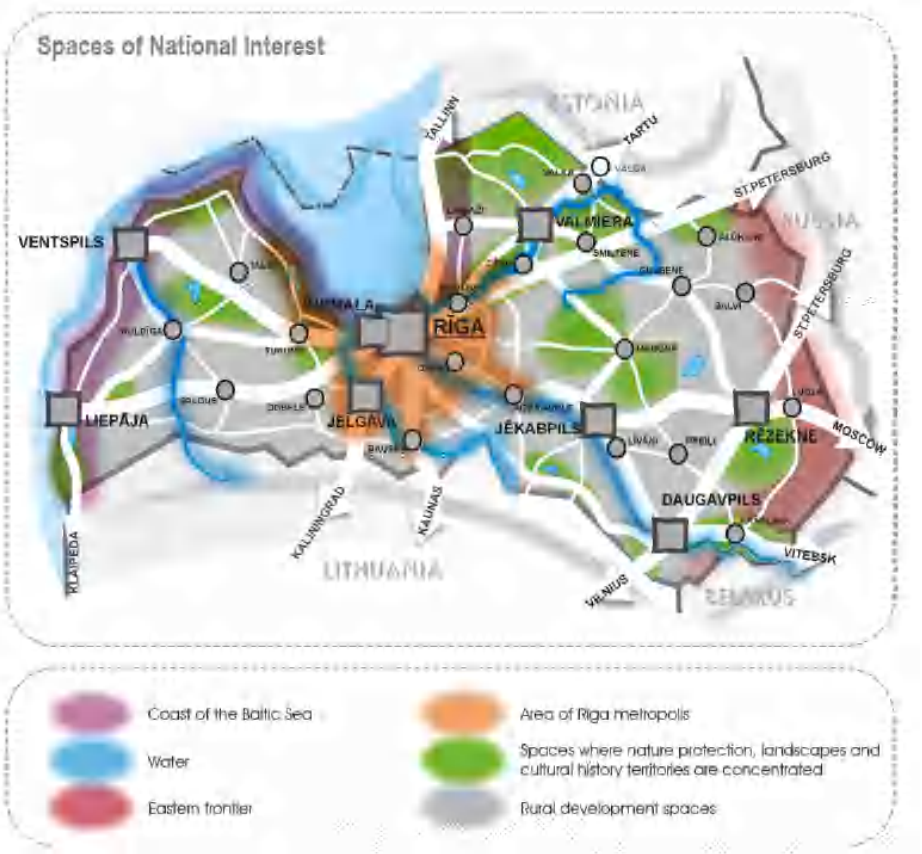
Settlement

- Growth of Development Centres
- Urban-Rural Interaction
- Functional Network of Development Centres

Spaces of National Interest

- Rural Development Space
- Coast of the Baltic Sea
- Metropolitan Area of Riga
- Eastern Border Area
- Outstanding Areas of Nature, Landscape and Cultural and Historical Territories




Spaces of National Interest
ESTONIA
TALLINN
TARTU
VALMIERA
VENTSPILS
ST.PETERSBURG
RUSSIA
RĪGA
JŪRMALA
LIEPĀJA
JELGAVA
JĒKABPILS
RĒZEKNE
MOSCOW
DAUGAVPILS
KALININGRAD
KAUNAS
KLAIPEDA
LITHUANIA
VILNIUS
VITEBSK
BELARUS
Coast of the Baltic Sea
Water
Eastern frontier
Area of Riga metropolis
Spaces where nature protection, landscapes and cultural history territories are concentrated
Rural development spaces

Renewable and Safe Energy
ESTONIA
TALLINN
TARTU
VALMIERA
VENTSPILS
ST.PETERSBURG
RUSSIA
RĪGA
JŪRMALA
LIEPĀJA
JELGAVA
JĒKABPILS
RĒZEKNE
MOSCOW
DAUGAVPILS
KALININGRAD
KAUNAS
KLAIPEDA
LITHUANIA
VILNIUS
VITEBSK
BELARUS
VISAGINA NPS
Peroleum and petroleum product pipelines
Natural gas pipeline
330 kV power lines
Incukalns underground gas storage facility
Potential territories of wind farms
Combined heat and power plants
Hydroelectric power stations
Potential territories of wind farms

Spatial Concept Switzerland

The Confederation, Cantons, cities and municipalities have decided to jointly develop a "Spatial Concept Switzerland " to maintain and enhance diversity, solidarity and competitiveness.

Part A - Vision, objectives, strategies and action principles

Preserving diversity, solidarity and competitiveness

Five objectives

- Preserve the quality of the living environment and regional diversity
- Manage natural resources
- Manage mobility
- Strengthening competitiveness
- Encourage collaborations

Strategies and action principles

- Strategy 1 - Establish territories of action and strengthen the polycentric network of cities and villages
- Strategy 2 - Develop the built environment and landscape
- Strategy 3 - Coordinate transport, energy and regional development

Part B - Think and act across areas of action

The action areas based on large urban centers

- Zurich Metropolitan Area
- Tri-national metropolitan area of Basel
- Metropolitan area Leman
- District of the federal city

Action territories based on a network of small and medium towns

- Lucerne
- Città Ticino
- Jura Arc
- Aareland
- Northeastern Switzerland

Action areas of the Alpine space

- Gotthard
- Western Alps
- Eastern Alps

Stratégie 1

Mettre en place des territoires d'action et renforcer le réseau polycentrique de villes et de communes

Principes d'action valables pour toute la Suisse

- Soutenir un développement polycentrique du territoire
- Renforcer les potentiels, ne pas vouloir tout partout
- Collaborer à l'échelle des espaces fonctionnels
- Assurer la coordination avec le développement territorial européen

Principes d'action spatialement différenciés

Planifier à l'échelle des territoires d'action (secteur central / dargi)

- Territoires d'action reposant sur de grands centres urbains
  - *Espaces métropolitains*
  - *Région de la ville fédérale*
- Territoires d'action reposant sur un réseau de villes moyennes et petites
- Territoires d'action de l'espace alpin

Renforcer la coopération au sein des espaces fonctionnels

Rechercher une collaboration entre territoires d'action reposant sur de grands centres urbains

Encourager les partenariats entre villes et agglomérations

Mettre en réseau les centres ruraux, les centres touristiques alpins et les villes

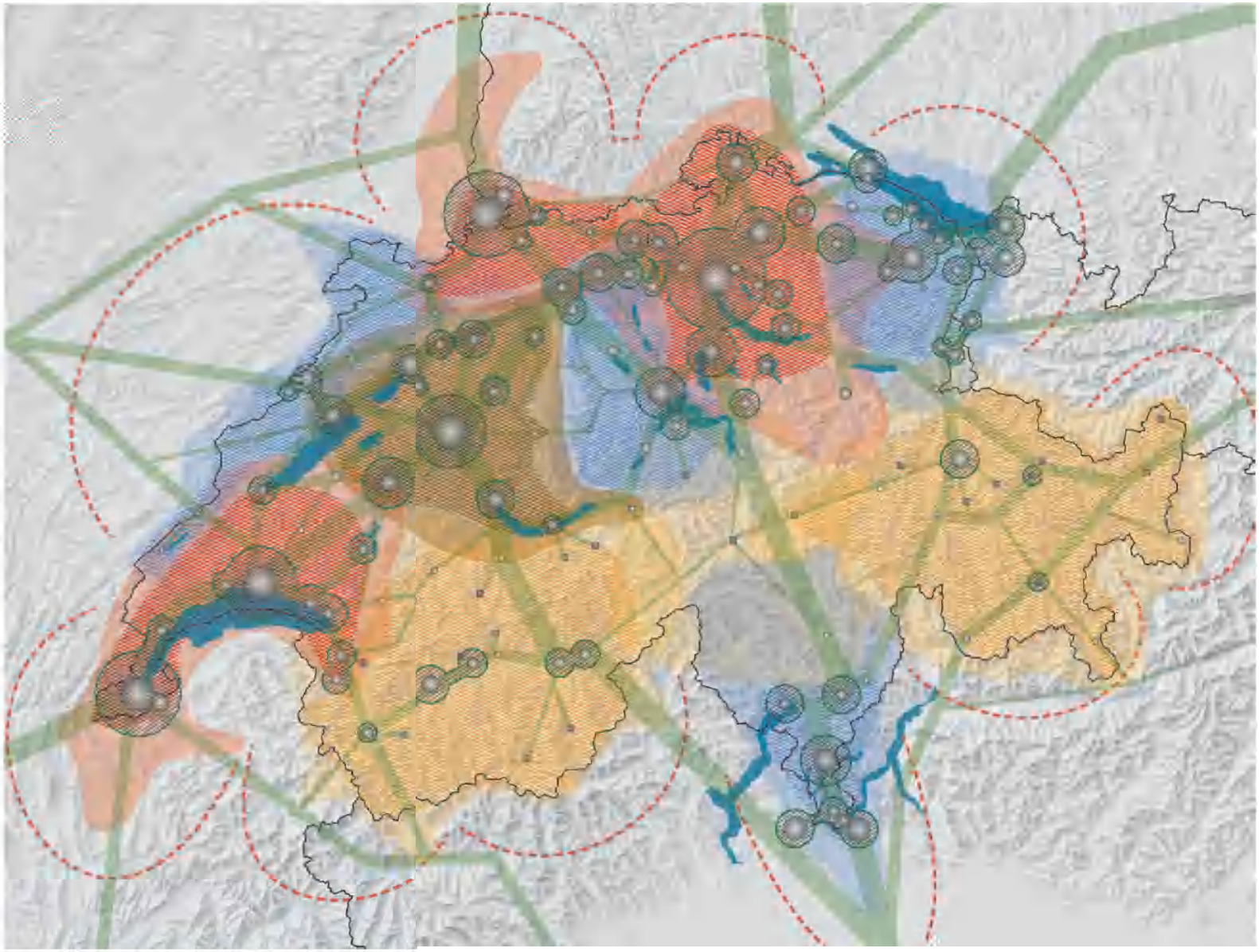
Mieux tirer profit de la dynamique transfrontalière

Données de base

Centres métropolitains : grands, moyens et petits centres urbains ; centres ruraux

Centres de grandes régions touristiques alpines

Agglomérations



Stratégie 2

Mettre en valeur le milieu bâti et les paysages

Principes d'action valables pour toute la Suisse

- Limiter l'extension du milieu bâti et développer l'urbanisation à l'intérieur du milieu bâti
- Coordonner le développement de l'urbanisation et des transports
- Maintenir et améliorer la qualité de vie dans les localités et les villes
- Valoriser le patrimoine culturel
- Protéger les terres cultivables et renforcer l'agriculture
- Coordonner utilisation du sol et lutte contre les risques naturels
- Entretenir le paysage et l'intégrer dans la planification
- Coordonner les différentes fonctions de la forêt et la valoriser
- Préserver les espaces nécessaires à la biodiversité

Principes d'action spatialement différenciés

Densifier l'espace urbain en préservant les espaces verts et la qualité du milieu bâti

Délimiter, densifier et valoriser l'espace suburbain

Contenir la consommation du sol et l'étalement urbain dans les régions soumises à une forte pression immobilière

Renforcer les centres régionaux et ménager le paysage environnant

Préserver les territoires agricoles et leur continuité

Assurer un développement touristique des régions de montagne qui respecte le paysage

Ménager et préserver les paysages particulièrement remarquables

Maintenir la diversité des fonctions dévolues aux espaces des lacs et cours d'eau

Coordonner l'urbanisation et l'entretien du paysage à l'échelle transfrontalière

Poursuivre la collaboration transfrontalière dans les domaines de la nature et du tourisme

Données de base

Paysages de collines

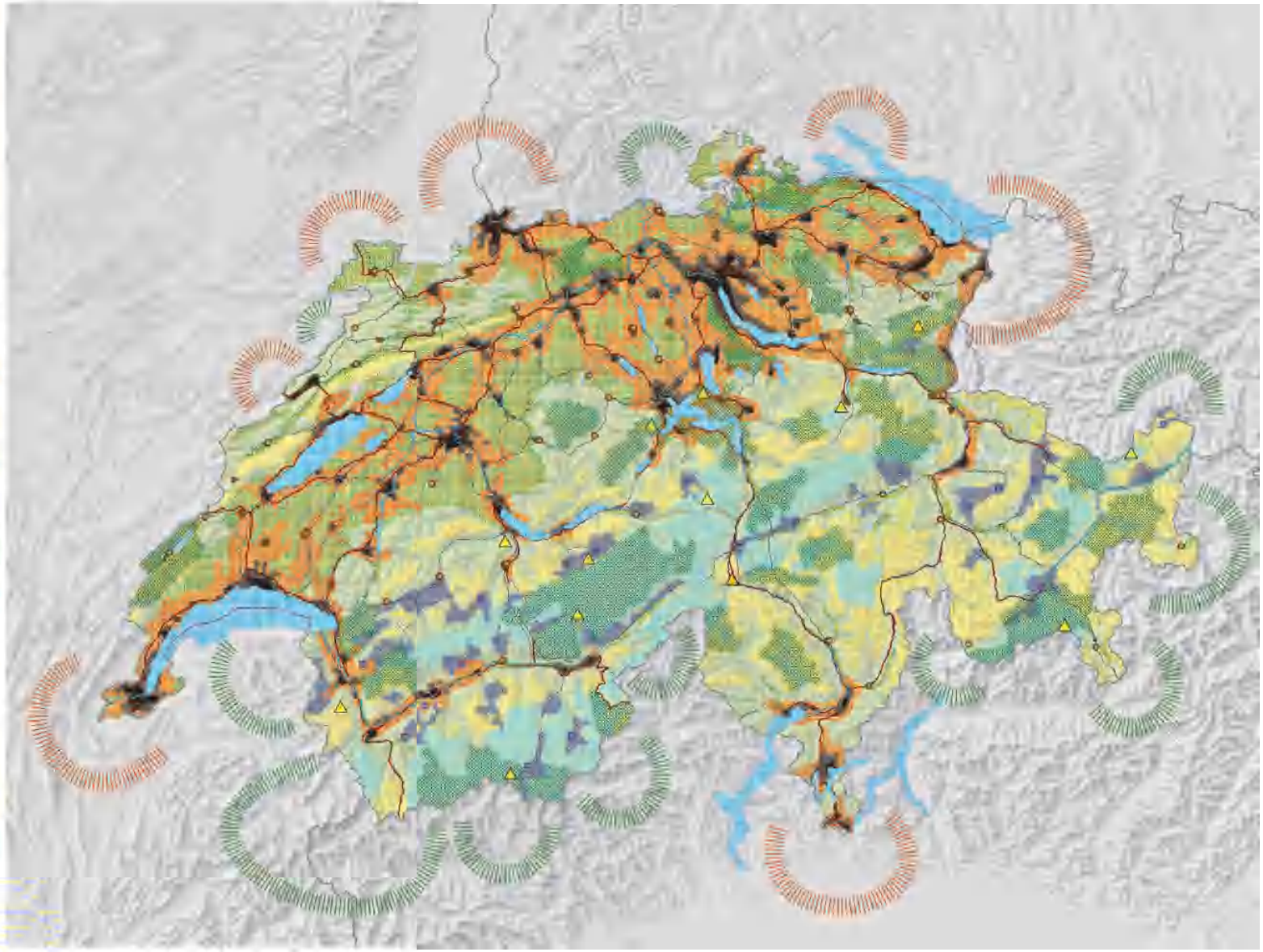
Paysages de montagne et crêtes du Jura

Paysages de haute montagne

Emblèmes alpins

Réseau ferroviaire

Routes nationales



Stratégie 3

Coordonner transports, énergie et développement territorial

Principes d'action valables pour toute la Suisse

- Faire concorder le développement du système des transports et le développement territorial
- Optimiser les connexions entre les espaces urbains
- Améliorer les liaisons internationales
- Ménager et renforcer des espaces naturels
- Exploiter le potentiel économique des modes de transport selon leurs atouts respectifs
- Créer des conditions spatiales propres à favoriser les économies d'énergie
- Promouvoir la coordination entre les différents offices
- Réserver les espaces nécessaires à la réalisation des infrastructures
- Utiliser les infrastructures de manière optimale et en réduire les effets négatifs

Principes d'action spatialement différenciés

Maintenir et améliorer de manière ciblée les liaisons de transport entre les grands et moyens centres urbains

Optimiser le trafic d'agglomération

Maîtriser la desserte des aires d'influence des grands centres urbains

Maintenir une bonne desserte des centres ruraux et des centres touristiques alpins

Gérer les conflits entre le trafic de transit, le trafic national et la desserte régionale

Améliorer le raccordement aux principaux axes de transport européens

Assurer une intégration territoriale optimale des aéroports internationaux

Localiser et aménager judicieusement les aires de transbordement de marchandises

Données de base

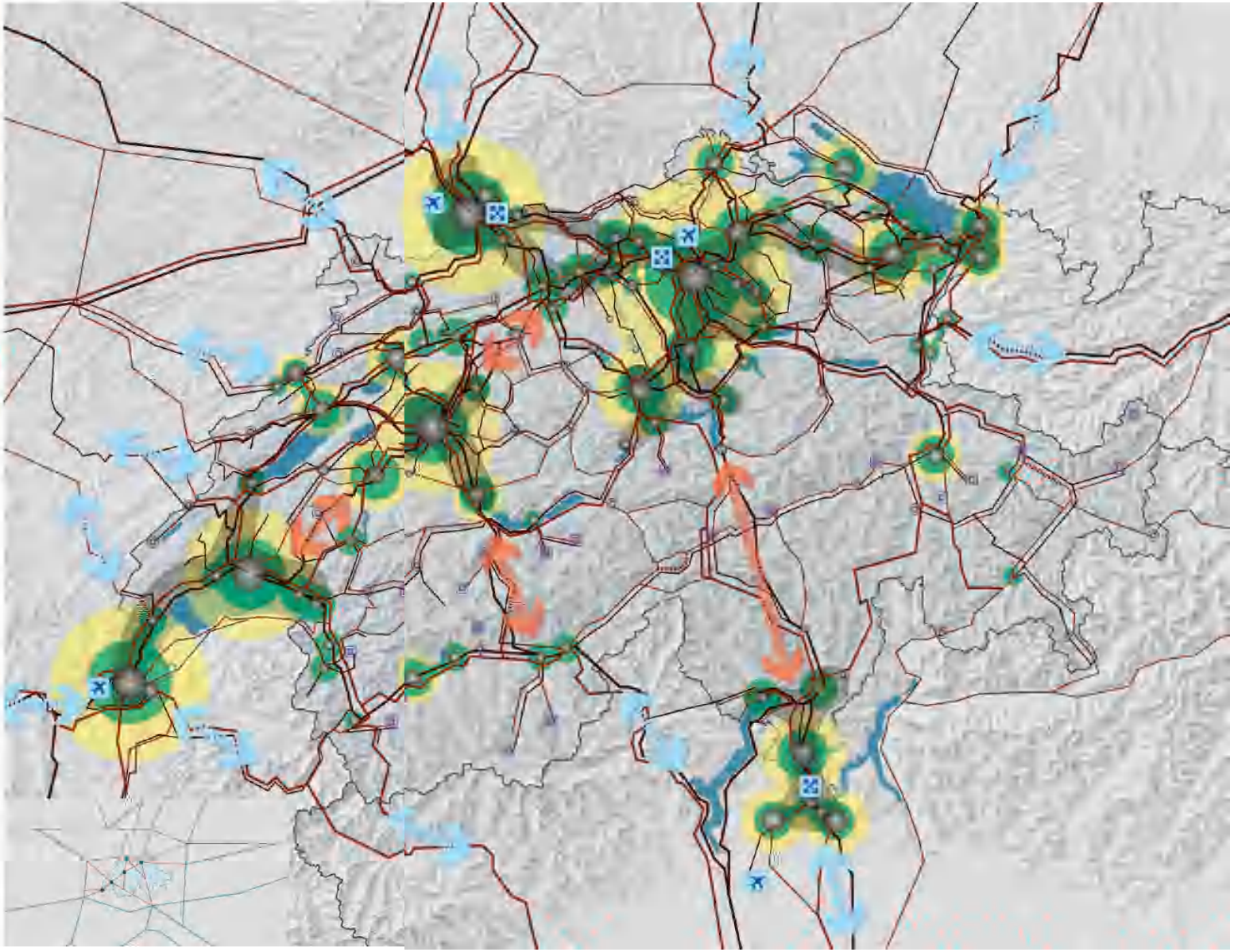
Réseau ferroviaire (lignes principales / autres lignes)

Réseau routier (réseau de base / réseau complémentaire)

Centres métropolitains, grands, moyens et petits centres urbains; centres ruraux

Centres de grandes régions touristiques alpines

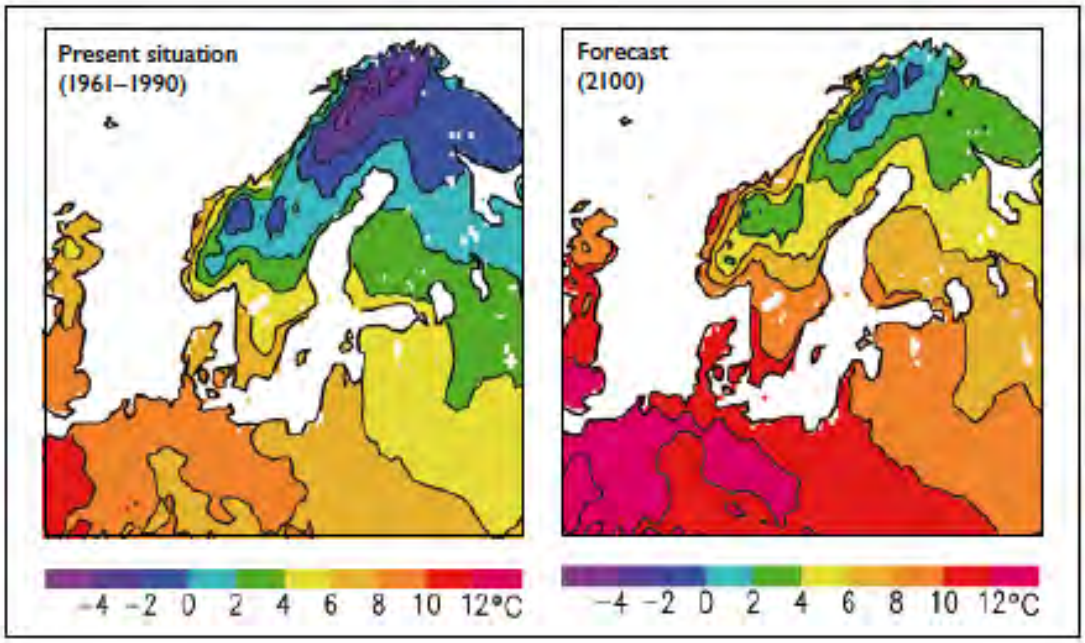
Principaux axes de transport européens



Perspectives for spatial structure and land use in Finland 2006*

Competitiveness, welfare and eco-efficiency

Climate change context



Present average temperatures in northern Europe, and a forecast for the year 2100.

The forecast is based on an increase of 2.6 degrees in the global average temperature, which corresponds to the average increase in various scenarios. According to this, the thermal growth zones in northern Europe will move some 500 km to the north. (SWECLIM/SMHI 2001)

Connectivity context

International land and sea connections of importance to Finland International traffic connections will be further developed especially to continental Europe and to Russia and Asia.

The maritime connections across the Baltic Sea will be maintained and improved as the most important channel for Finland's international trade. The Northern Triangle and the Via Baltica motorway connect the main cities of the Baltic Sea Region with one another. In the utmost northern areas of Europe, the Barents connections, the Archangel corridor and the Mid-Nordic connection will serve increasing co-operation and also long-range transports.

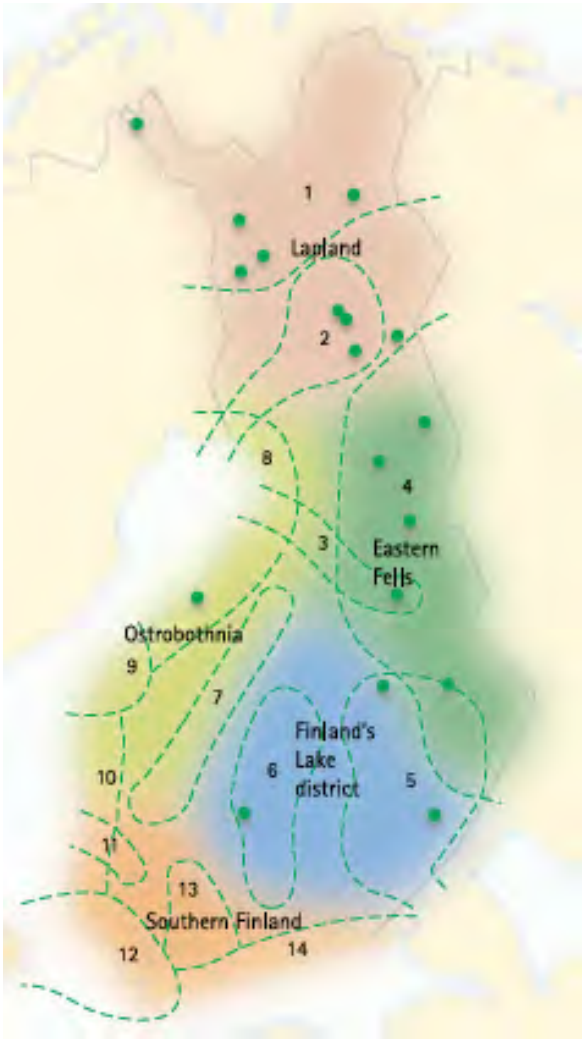
* Being updated in 2015

Internal communications

The nationally important traffic networks are the main routes for rail, road and water traffic, as well as the biggest airports, harbours, travel centres and cargo terminals.

The development of these networks should be safeguarded while stressing good accessibility and safety. The goal is to build up, in the long run, some of the traffic networks as high-quality trunk networks. In the long run, it will also be necessary to build new rail connections.

Finnish regions



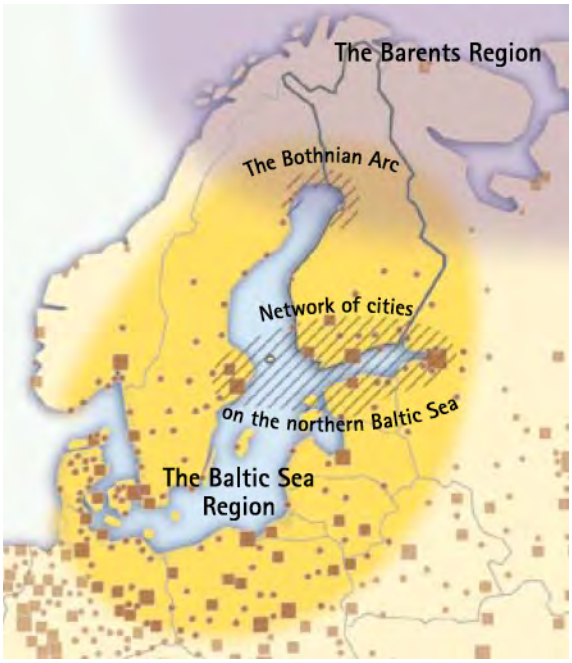
Finland's diverse geographical regions have their particular strengths in the specific regional features of the natural and cultural environments.

They form extensive entities, namely,

- Lapland
- Eastern fells
- Inland lake district
- Ostrobothnia
- Southern Finland

These entities may be subdivided, and spatial planning should be careful to preserve those characteristics, which are attractive with a view to recreation and tourism. Nature tourism centres of importance to spatial structure should be strengthened according to the principles of sustainable development.

Cooperation areas

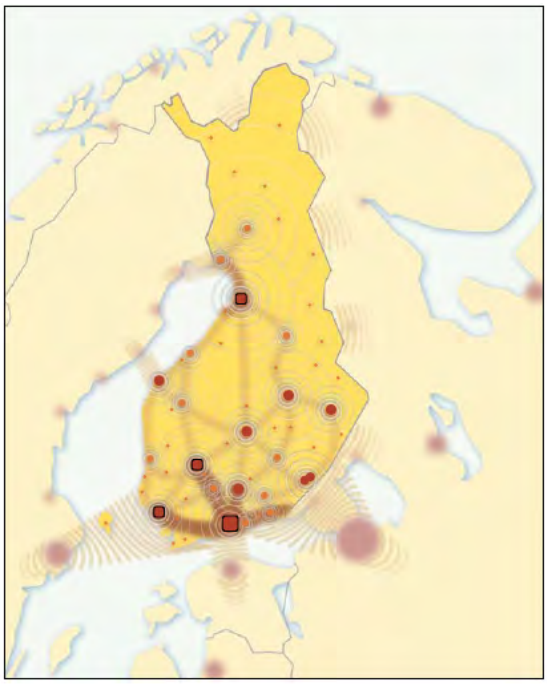


Finland's main co-operation areas are the Baltic Sea Region, with a remarkable potential for the global economy, and the Barents region, particularly on account of its natural resources.

With regard to Finland's spatial structure and the role as an intermediary, the foremost fields of co-operation cover the network of cities on the northern shores of the Baltic Sea and the Bothnian Arc.

The Helsinki Metropolitan Region plays central role in the network of cities in the northern part of the Baltic
Sea. The Bothnian Arc will be developed as a central area of the northernmost parts of Europe.

Finnish Spatial Structure



The development of Finland's spatial structure is based on a polycentric urban network.

The polycentric structure should be based on the strengths of different parts of the country, bearing in mind the advantages of location and existing infrastructure. Diversified centres of know-how and economic activities should be built up as focal points in the spatial structure, and mutual interaction and networking with surrounding influence areas, other regions and neighbouring areas should be promoted.

Bulgarian National Concept for Spatial development for the period 2013-2025

(www.bgregio.eu/media/Programirane/NKPR_28012013_Last_en.pdf)

Introduction

The National Concept for Spatial Development of the Republic of Bulgaria for the period 2013-2025 has been elaborated as part of the project "Programming of regional development for the period 2014-2020", financed by Operation 5.1: "Programming, management, monitoring, evaluation and control", Priority Axis 5 "Technical Support" of OP "Regional Development 2007-2013".

This is the first document of its kind concerning the spatial development of the territory for the past three decades, which covers the entire area of the country and is being elaborated under the conditions of restored property rights on land and forests in all its modalities, increased number of actors in the process of planning and governance of the territory, a more democratic decisionmaking process and membership of the country in the European Union.

The National Concept for Spatial Development for the period 2013-2025 (NCSD) is a mid-term strategic document, which outlines the directions for land-use planning, governance and protection of the national territory and aquatory and creates preconditions for spatial orientation and coordination of the sectoral policies. Together with the National Regional Development Strategy 2012-2022 (NRDS) it is a principal document in the most recent legislation of the country and a long-aspired instrument for integrated planning and sustainable spatial, economic and social development.

Vision

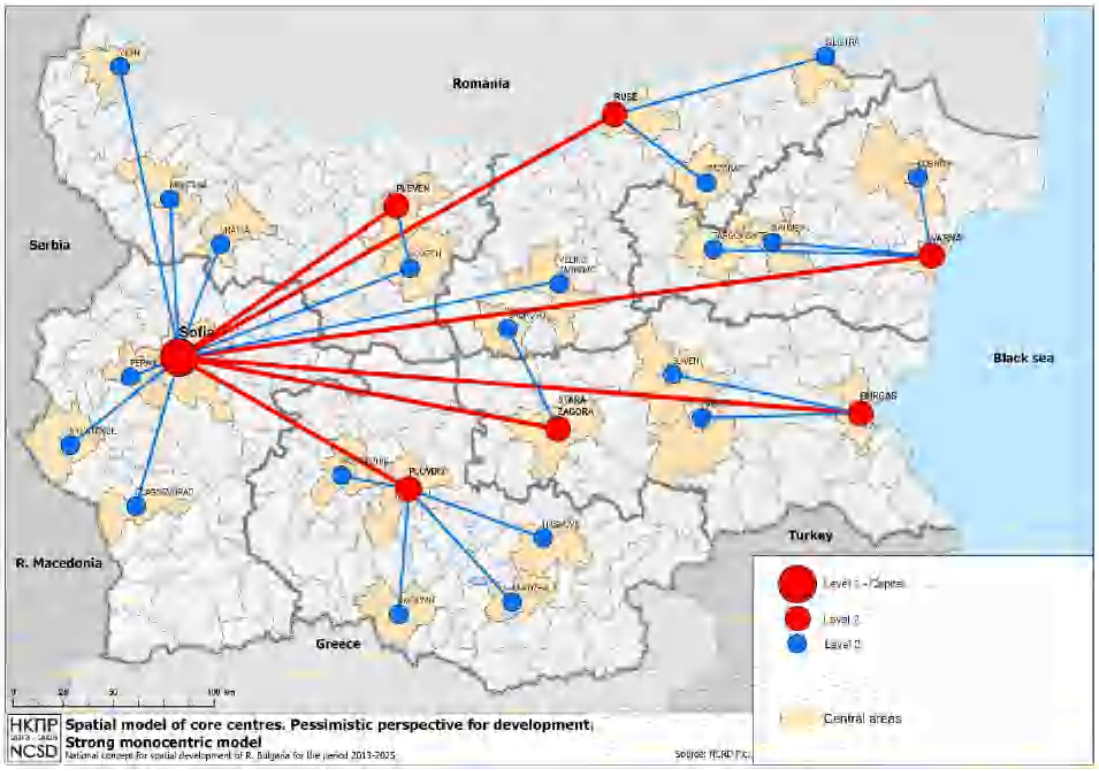
- **The national space of Bulgaria** – open to the world and integrated in the European space and in the European network of core-cities and axes of development, culture, science and innovations.
- **The well-preserved national resources** – the people, land, waters and forests, ores and minerals, natural and cultural heritage – a guarantee for the national identity.
- **Balanced and sustainable integrated development** - achieved through rational organization of the economic, social, transport, engineering, cultural and tourist infrastructure and ensuring smart economic growth, adaptivity to changes and equal treatment.

Strategic objectives

- **Integration in the European space** - Development of national and cross-border/trans-border transport, energy, urbanization, cultural and ecological corridors with a view to achieving territorial cohesions, cooperation and integration within the region and in the European space.
- **Polycentric territorial development** - Strengthening of a moderately polycentric network of core-cities with improved quality of the urban environment, contributing to the achievement of balanced territorial development and diminishing of the disparities between central urban and peripheral rural areas.
- **Spatial cohesion and access to services** - Development of the national engineering and social infrastructure for improvement of the spatial cohesion of the regions and urban centres and the access to education, health care, social and culture-related services.

- **Well-preserved natural and cultural heritage** - Preservation and development of the national system of protected natural and cultural values for the purpose of maintaining of the natural biological balance, the natural and cultural identity of the territory and for integrating their values into the modern life.
- **Promoted development of specific areas** - Integrated planning and promoted development of areas with specific characteristics (Black Sea coast, Danube river basin, mountain, border and peripheral areas) with a view to preserving and effective use of their natural, economic, social and cultural development potential.
- **Competitiveness through growth and innovation areas**

Concept

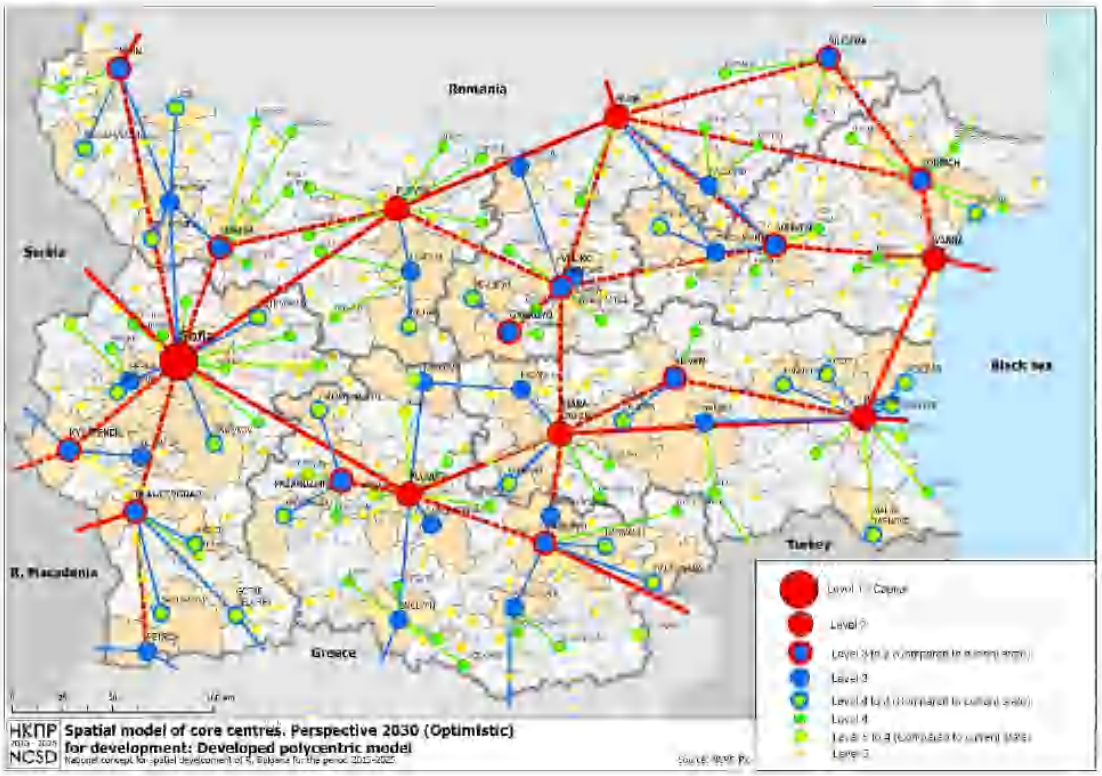


Monocentricity - Pessimistic

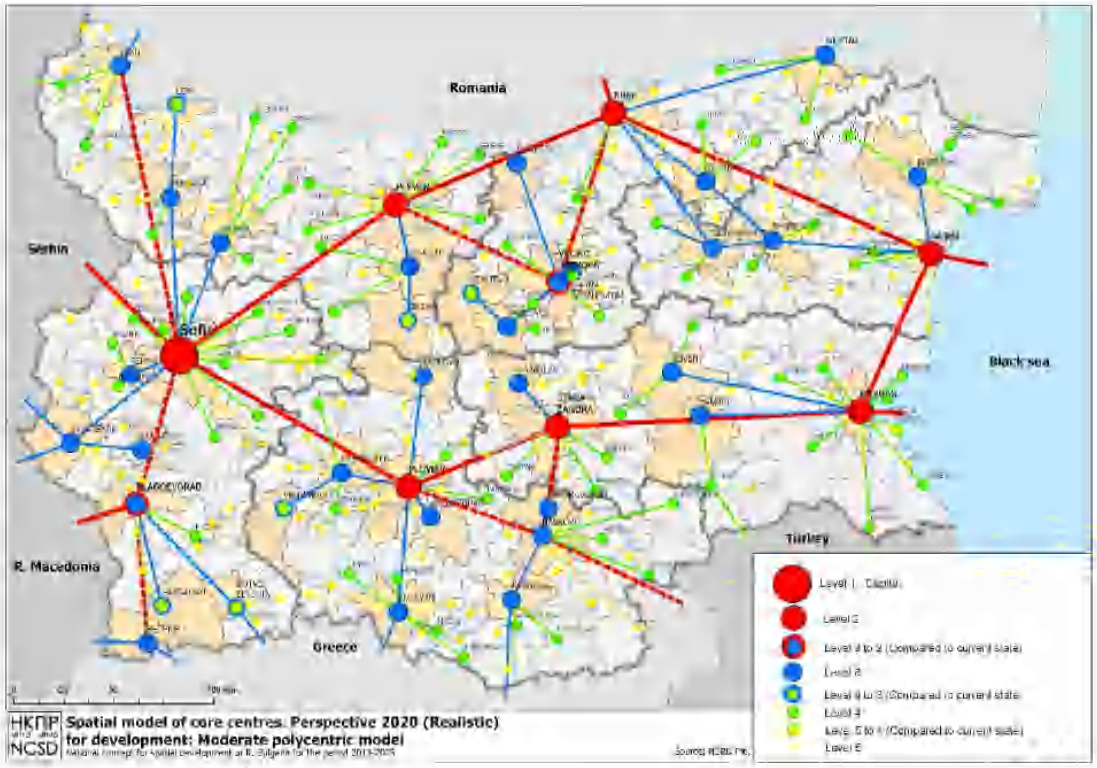
The Concept has been developed through a process of analysis of the polycentric options, having regard to the,

- Resources of the cities and towns of Bulgaria (for example, health, education and culture)
- Territories at risk - Areas facing depopulation
- Cities and towns to be supported with funding
- Accessibility the surrounding hinterlands of cities and towns
- Connectivity and transport infrastructure
- Service networks (gas and electricity)
- Environmental networks

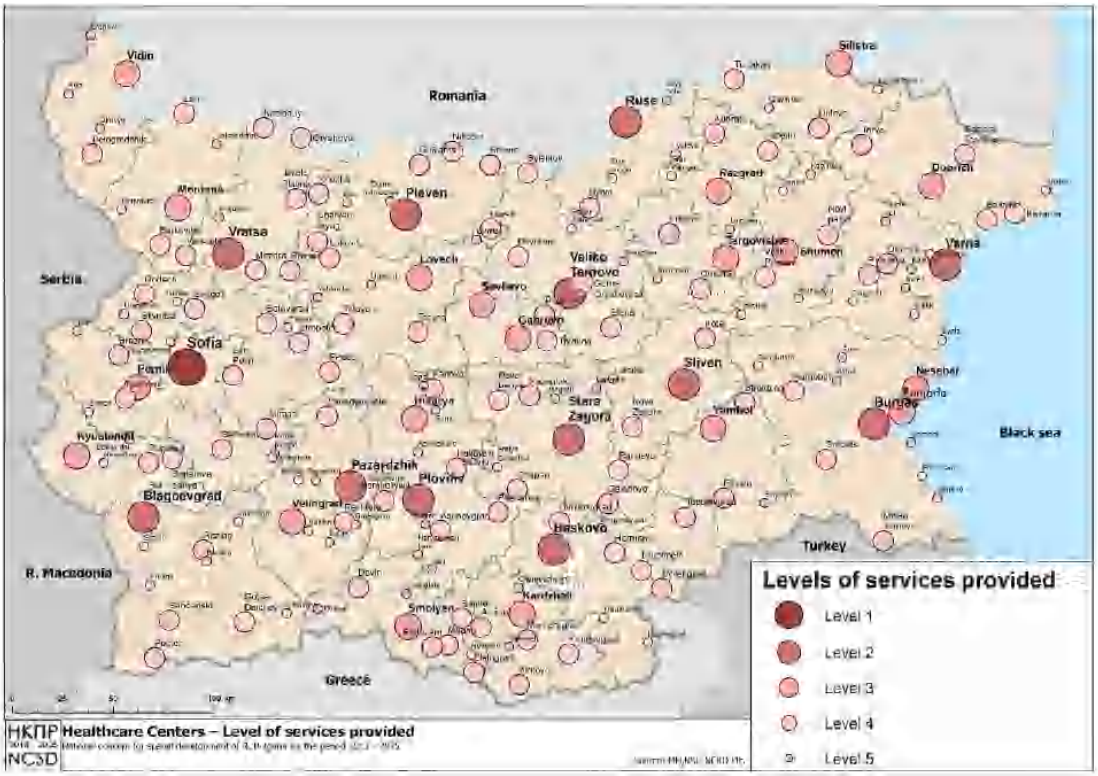
Some of these considerations are illustrated by the following diagrams.



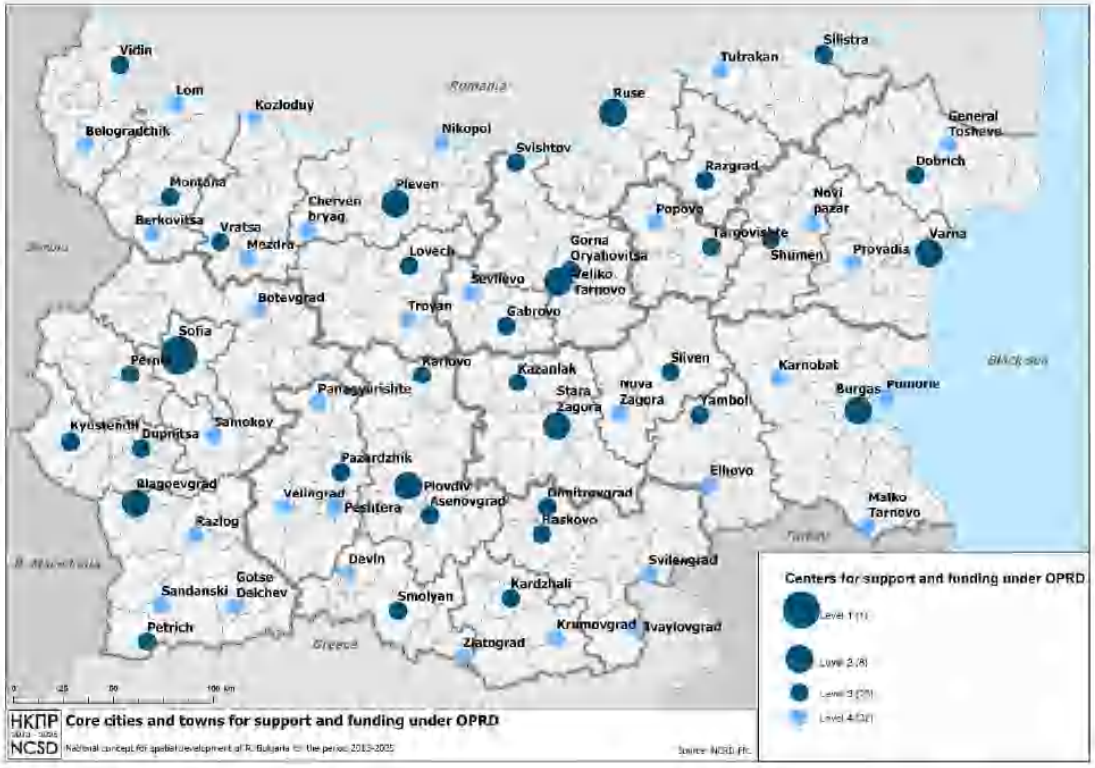
Polycentricity - optimistic



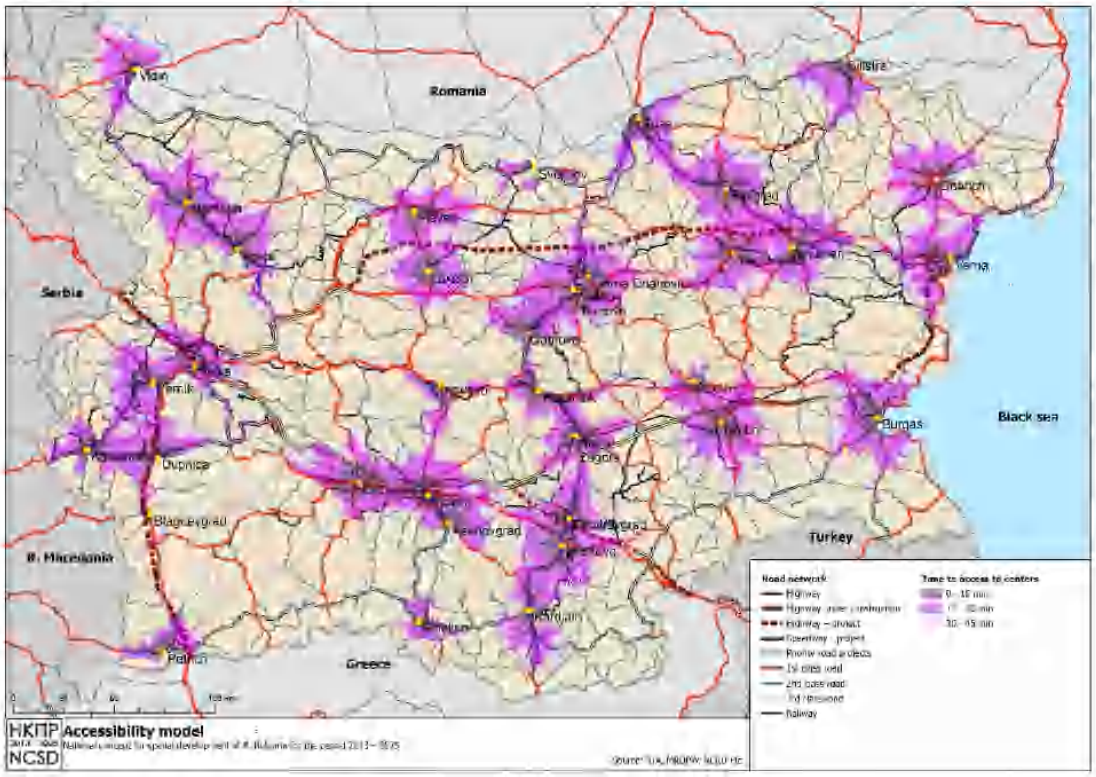
Polycentricity - Realistic



Services of cities and towns - Health



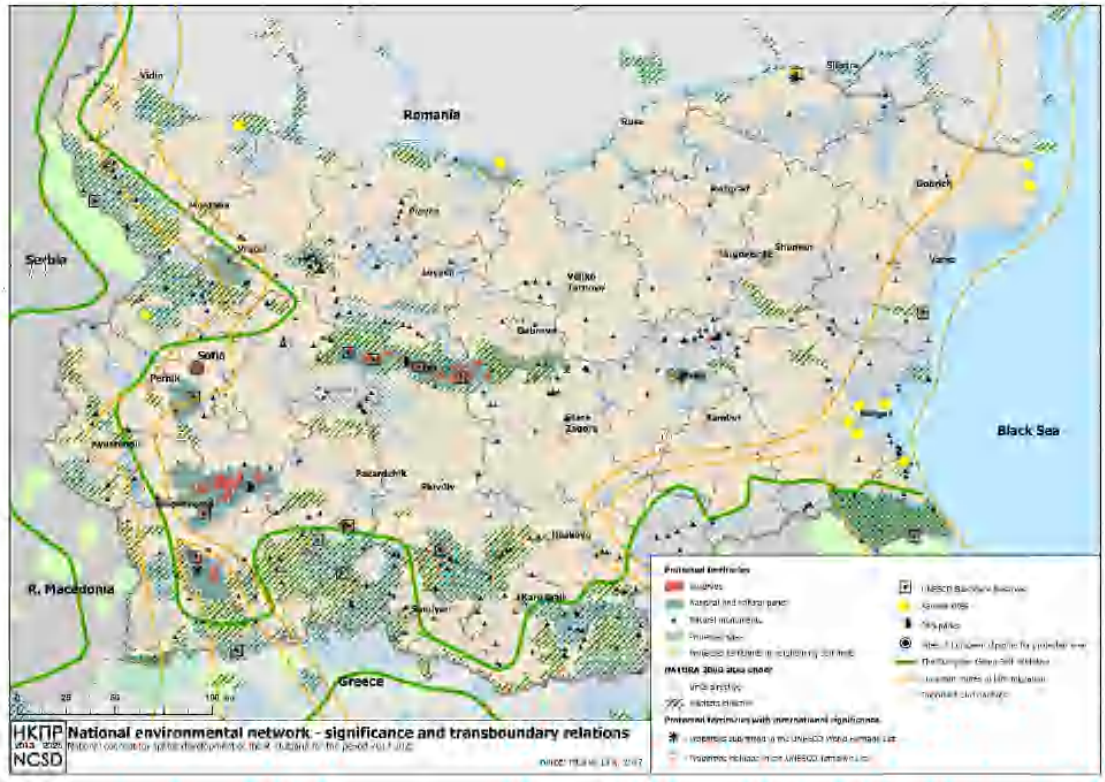
Core cities and towns for support



Accessibility of the hinterlands of cities and towns

Transport infrastructure

Territories at risk



Environmental network

Planning Europe

What is the reality and is it working?

National level

Conclusions

National Spatial Plans (NSP)

It is a matter of concern that NSP's do not exist, or appear to exist, for the major European countries that include most metropolitan areas and polycentric corridors and clusters, in particular, Germany, France, Italy and England.

Focus of NSP's

It appears that most NSP's have a national focus that is primarily concerned with setting the planning agenda for their individual States and planning systems.

Their outward looking dimension is concerned, primarily, with,

- Connectivity, recognising the TEN-T programme
- Climate change and energy
- Competitiveness
- EU Directives
- EU funding

Their forward-looking dimension is 10+ year ahead to 2020 or 2030. However, aspirations for growth appear to be on a "business as usual" basis rather than addressing the issue of what a sustainable competitive economy might look like.

Netherland NSP exemplar

An exception is The Netherlands NSP that includes a view on the key innovative sectors of its future economy.

- Water
- Agri-food
- Horticulture and source materials
- High-tech systems and materials
- Life sciences and health
- Chemicals
- Energy
- Logistics
- Creative industry

The Netherlands NSP also includes graphic representation of its intentions, which are exemplars for other Nation States.

Planning Europe

What is the reality and is it working?

Polycentric clusters and corridors (PCC)

PolyMETREX steps towards polycentric clusters and corridors

If the strategic objective of better territorial balance across Europe is to be achieved, between the core and the periphery, then it will be through the development of polycentric clusters and corridors that develop collective strength. The PolyMETREX Framework recognised 37 such European groupings, existing and potential, and 12 steps that could lead to their development (see This is not a Plan).

- Mass
- Connectivity
- Identity
- Recognition
- Marketing
- Support
- Integrated strategies
- Collective decision-making and governance
- Proximity
- Cooperation
- Complementarity

European Grouping of Territorial Cooperation (EGTC)

The European Grouping of Territorial Cooperation (EGTC) is a new EU-wide legal instrument for cross-border, transnational and interregional cooperation. It aims at facilitating cooperation and promoting the economic, social and territorial cohesion within the EU. The legal basis of an EGTC is Regulation (EC) No. 1082/2006 from 5th July 2006, which is directly applicable in all member states. Since 2007 it has thus been possible for local and regional authorities from at least two Member States to set up EGTC's. Such groupings possess their own legal personality. Successful examples of such cooperation may, for example, be the joint development of an area or the implementation of a project co-financed by the EU. In the past five years, 28 such groupings have been established in the EU. More than 550 local and regional authorities in 15 Member States are involved, representing 28 million people. 20 further EGTCs are planned.

The European Grouping of Territorial Cooperation (EGTC) mechanism, which has already supported some 50 individual initiatives, seven of which have a strategic territorial dimension, offers the means through which a European Territorial Development Strategy for better polycentric balance could be implemented.

It could support the development of the 12 existing polycentric clusters and corridors (PCC) and the scoping of the 21 potential PCC identified later in the section of the report.

EGTC 2015

There are now 48 EGTC in place of which 7 would seem to have a significant territorial development component and to be established initiatives with political commitment, financial resources and professional/technical resources. They would appear to have the capability to support a European Spatial Vision/Framework/Strategy.

- CETC - Central European Transport Corridor - North-South axis multi-modal accessibility and economic development
- Eurodistrict Saar Moselle - Cross border area development
- Euroregion Aquitaine - Euskadi - Economic, social and cultural cooperation. Sustainable mobility, smart growth and euroregion identity.
- Eurodistrict Strasbourg - Ortenau - Strategies and projects.
- Euroregion Pyrénées - Mediterannée - Strategies and coordination
- CEGT Grande Region - Accessibility, economic and cultural relations (Saar-Lor-Lux)
- West-Vlaanderen/Flandre-Dunkerque - Cote de Opale -Strategies, programmes and actions

These could be included in an Action Plan. They have been researched from the Internet.

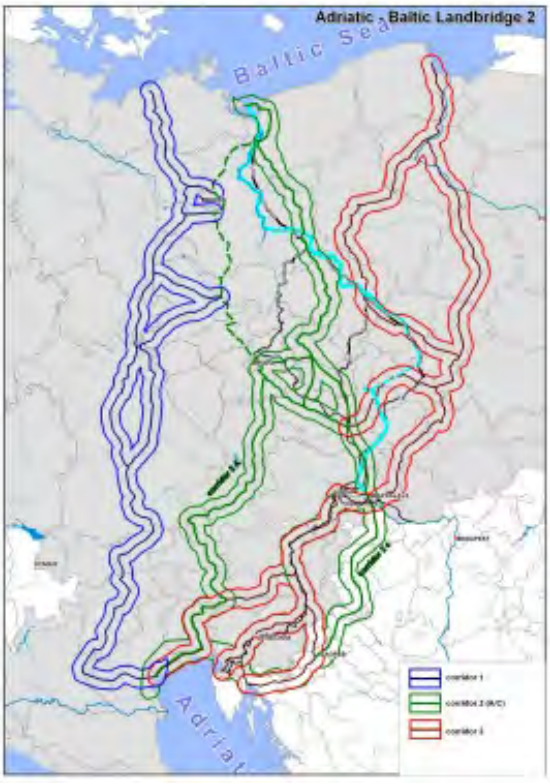
CETC - Central European Transport Corridor - Route 65

North-South axis multi-modal accessibility and economic development - (www.cetc.pl)

Central European Transport Corridor Limited Liability European Grouping of Territorial Cooperation

The Grouping has been established to facilitate and promote cross-border, transnational and transregional cooperation among its members in order to strengthen economic and social cohesion, particularly through the implementation of projects and programmes of territorial cooperation with the following objectives.

- The facilitation and promotion of the improvement of transport accessibility along the length of the North-South axis of multimodal transport from the Baltic to the Adriatic Seas and possibly along the potential branch of the corridor towards the Black Sea, and in any case within the operational area of the Grouping,
- Sustainable support to the development of the economies of the regions involved that would translate into the improvement of the employment indices and the quality of the natural environment and the living conditions of those living there;
- Actions to enhance the compatibility of the transport infrastructure among the regions involved,
- Ensuring support and conditions for the development of intermodal transport connections, thus spreading environmentally friendly solutions, with or without co-financing from the European Union, through the implementation of programmes within territorial cooperation and own actions.



CE Baltic-Adriatic Corridors

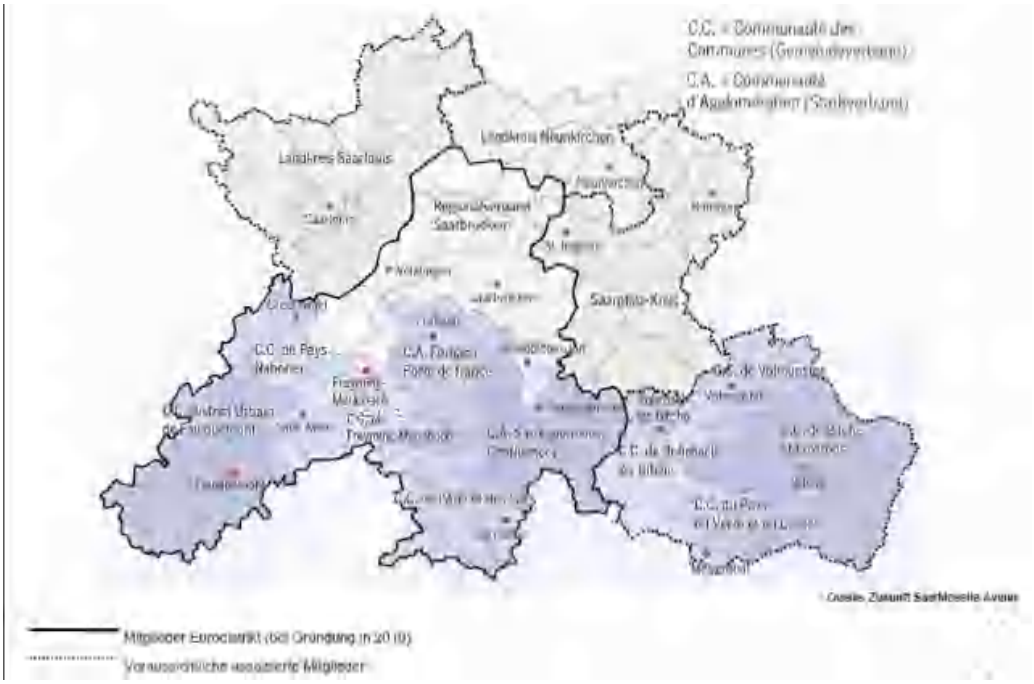
ŚRODKOWOEUROPEJSKI KORYTARZ
TRANSPORTOWY CETC

Eurodistrict Saar Moselle (EGCC) - [(www.saarmoselle.org)](http://www.saarmoselle.org)

Cross border area development

The mission is to develop cross border projects.

- Promotion of the region to business and EU institutions
- Tourism and leisure
- Transport
- Bilingualism
- Research and innovation
- Renewable energy (biogas and hydrogen)
- Health



Eurorégion Aquitaine-Euskadi - EGCC - (www.aquitaine-euskadi.eu)

Economic, social and cultural cooperation.
Sustainable mobility, smart growth and euroregion identity

EGCC main objectives

- Cooperate global and transversal way
- Developing a territorial cooperation from a European perspective
- Enhance the visibility of two regions on the European stage

Specifically, the EGTC may collect, manage EU funds and, where appropriate, take control project work registered in this context. He will always encourage the search for European funding for any projects worn by actors in the Euroregion.

Areas of work

- Improved communication between the two regions, favoring the transport of people and goods environmentally
- The development of renewable energies
- The development of research and innovation to create a new dynamic technological, economic and social
- Promote training and education through the creation of double degrees, mobility of students and teachers.
- The common understanding of issues related to agriculture, food and health, emphasizing quality, origin, traceability and developing agricultural practices that respect the environment
- Joint development of tourism resources

Part of the Atlantic Arc

AQUITANIA
Gironde
Dordogne
Lot-et-Garonne
Landes
EUSKADI
Bizkaia
Gipuzkoa
Araba
Pyrenées
Atlantiques

Eurodistrict Strasbourg - Ortenau - (www.eurodistrict.eu)

Strategies and projects

Specific projects envisaged under the Eurodistrict.

- Unification of the transport network (TGV-ICE) long distance
- Intensification of cooperation in the field of public security and police cooperation
- strengthening environmental cooperation (eg noise reduction, joint management of waste treatment etc.)
- Development of the cooperation of the emergency services and assistance
- Development of local public transport (eg tram connection beyond the Rhine)
- Widespread teaching of languages in all the partner schools to reach a level of bilingualism.

Euroregion Pyrénées - Méditerrannée - EPM (www.midipyrenees.fr)

Strategies and coordination

Objective

To form a reference cluster cooperation in the European Southwest, based on social integration, environmental and economic territory, and for speaking with one voice to the Community institutions.

The Euroregion is establishing itself as an area of projects at European level by developing its action in the fields of higher education, research and innovation, sustainable development and culture.

Aim

To create sustainable development within the northwest Mediterranean, to further innovation within these areas, and to contribute to a "socially conscious" Europe, focusing on implementing these factors through innovation, technology and other sources via the European Union's Cohesion Policy.

EPM also focuses on fostering cooperation between cultural and economic networks within the northwest Mediterranean region.

Projects of the EPM include the allocation of centres of higher education and initiatives for a "Eurocampus" and business creation.

Connectivity

GECT - Grande Région

Accessibility, economic and cultural relations (Saar-Lor-Lux)

Objective

The programme facilitates cross-border cooperation among the different stakeholders of the Greater Region and promotes the realisation of local and regional projects.

Programme

Economy

Boost competitiveness of the interregional economy, to promote innovation and improve the labour market.

- Promotion of innovation
- Promotion of common projects to strengthen the economic structure
- Development of cross-border economic infrastructure
- Encouragement of cross-border working
- Promotion of the tourist offer

Space

Improve the quality of life, enhance of the attractiveness of the different areas and protection of the environment.

- Promotion of spatial development policy
- Promotion of mobility in the Greater Region
- Upgrading and safeguarding of the environment

Humans

Promote acquisition and diffusion of knowledge, use of cultural resources and strengthening of social cohesion.

- Cooperation in education and continuing education
- Strengthening of university cooperation
- Encouragement of cooperation in health care management
- Encouragement of cooperation in social work
- Encouragement and upgrading of culture and cooperation in the media

Communauté
germanophone
de Belgique
Wallonie
Rhénanie-
Palatinat
Luxembourg
Sarre
Lorraine

West-Vlaanderen/Flandre-Dunkerque - Cote d'Opale
(www.pasdecalais.fr)

Strategies, programmes and actions

Objectives

- Ensure representation, political consultation and coordination of border territory partners
- Define strategies and cross-border action programs to meet the needs of residents
- achieve common border projects
- Represent the EGTC vis-à-vis third bodies territory including the European Union

Aims

Strengthen the areas of work inherent in cross-border Platform.

- Health
- Mobility and transportation
- Land use
- Environment
- Water management
- Tourism
- Culture
- Labor market
- Economic development
- Enhancement of the rural character the territory

GECT / EGTS

West-Vlaanderen / Flandre - Dunkerque - Côte d'Opale

Referentiegebied EGTS
Périmètre de référence GECT

Kerngebied
La coopération de proximité

Situering in Noord-West Europa
Positionnement dans l' Europe de Nord-Ouest

Polycentric clusters and corridors

Current polycentric cluster and corridor initiatives

There are 12 other polycentric initiatives, beyond the 7 EGTC Projects, that METREX is aware of and that can contribute to the objective of better territorial balance.

- CODE 24 - Corridor Development Rotterdam-Genoa
- Regio-Randstad - Strengthen the competitive position of the Randstad
- Øresundskomiteen - Strengthening cross border cooperation
- Eurocity Basque - Franco-Spanish polycentric metropolitan corridor
- Ruhrgebeit - Polycentric metropolitan region cluster
- Baltic Palette - Promotion of the Baltic Sea region
- Scandria - Scandinavian-Adriatic development corridor
- Centrope - Central European cooperation
- SoNorA - Central European accessibility
- TRANSITECTS - Trans Alpine transportation modal shift
- EWTCii - Green transport corridors
- Trans Baltic - Transport and regional growth

PolyMETREX Project polycentric clusters and corridors

The PolyMETREX Project included 8 specific examples of polycentric cluster and corridors that the Project partners had identified. In addition the Project identified 13 other potential clusters and corridors. These 21 examples are fully explained and amplified in the PolyMETREX Framework report that can be downloaded from the METREX web site at www.eurometrex.org.

- Po Valley Spatial Vision
- Metropolitan spatial vision for central Europe
- Stuttgart/Strasbourg/Zurich cluster
- Cluster Study about the Ebro
- Krakow - the Upper Silesia cluster
- Helsinki/Tallinn/St.Petersburg
- Corridor 1 Euro-Mediterranean relations
- North-South interface

- Lyon polycentric cluster
- Marseille polycentric cluster
- Porto polycentric cluster
- Lisboa polycentric cluster
- Roma-Napoli-Bari corridor
- Genova/Florence cluster
- Wien/Bratislava cluster
- Riga/Vilnius cluster
- Berlin/Potsdam/Szczecin corridor
- Barcelona/Valencia corridor
- Central Scotland corridor
- Stockholm cluster
- Andalucia cluster

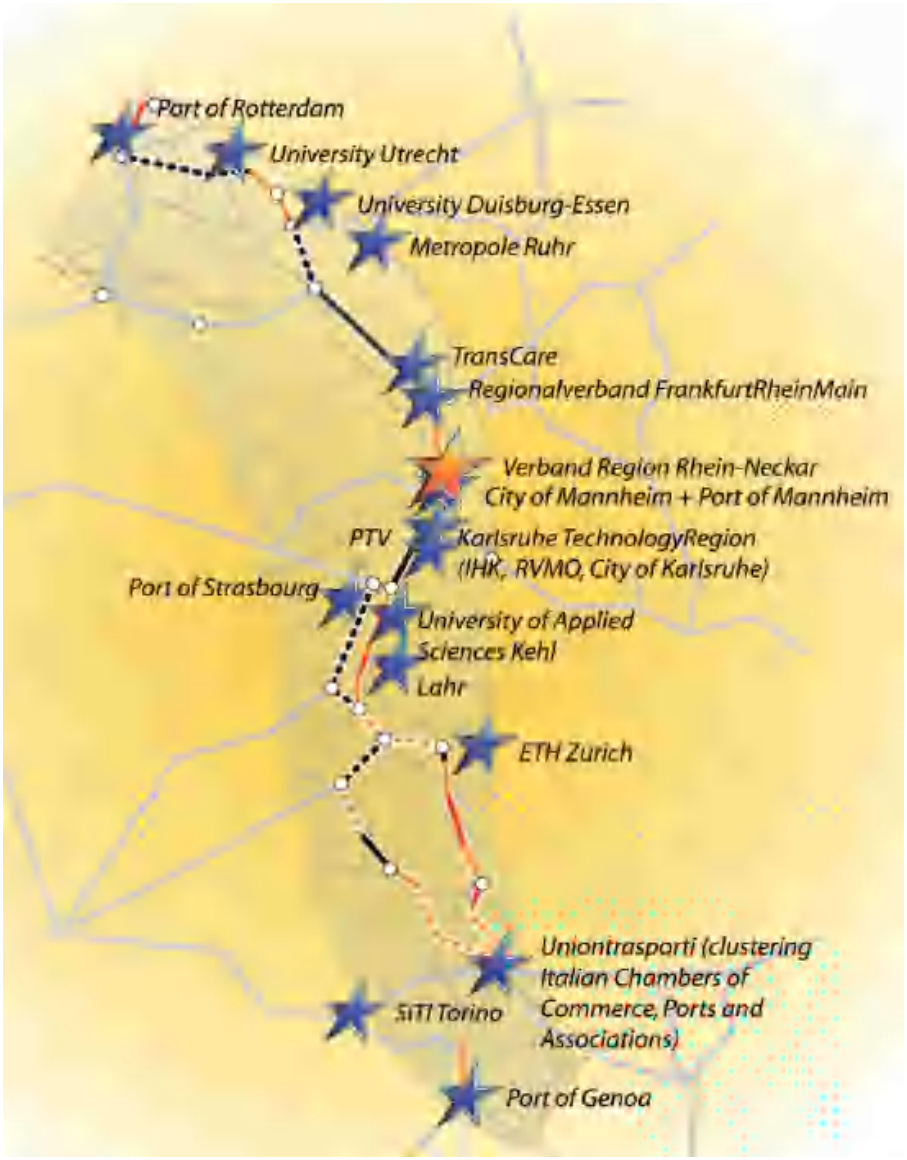
Taken with the 7 EGTC Projects the 33 Projects listed above provide a basis for an Action Plan to implement a European Strategy for better Territorial Cohesion and balance.

CODE 24

The EU-funded project „CODE 24 – Corridor Development Rotterdam-Genoa" aims at a joint approach towards the future development of this important European corridor. 15 project partners (see map) have signed a partnership agreement committing themselves to implement 16 actions clustered in 4 work packages. In September 2012, an extension of the project was approved, involving new partners and extending the scope of the activities.

CODE24 intends the interconnection of economic development, spatial, transport and ecological planning along the trans -European railway axis (TENT) from Rotterdam to Genoa. Some major bottlenecks and a lack of trans regional coordination still threaten the potential of the axis, limiting its economic and spatial development.

CODE24 aims at a coordinated transnational strategy to support the improvement and the development of the corridor. The overall objective is to accelerate and jointly develop the transport capacity of the entire corridor by ensuring optimal economic benefits and spatial integration while reducing negative impacts on the environment at local and regional level.



Regio-Randstad

Partners

- Provincie Noord-Holland
- Provincie Holland Zuid
- Provincei Utrecht
- Provincie Flevoland

Purpose

The purpose of Randstad Region Cooperation is 'To strengthen the competitive position of the Randstad in an integrating Europe and to improve the quality of life in the Randstad'. To achieve these aims, the Randstad Cooperation is focused on,

- Influencing European policy and European regulations
- Striving to utilise future European funding
- Boosting the profile of the Randstad in Europe
- Sharing knowledge and expertise through international cooperation

Organisation

The Randstad Region network has had a representative office in Brussels since 1993. The aim of the Brussels Representation is to lobby for the joint interests of the Randstad provinces in Brussels in order to influence the policy of the European Union, to establish cooperation with other European regions and to secure European subsidies.

Tasks

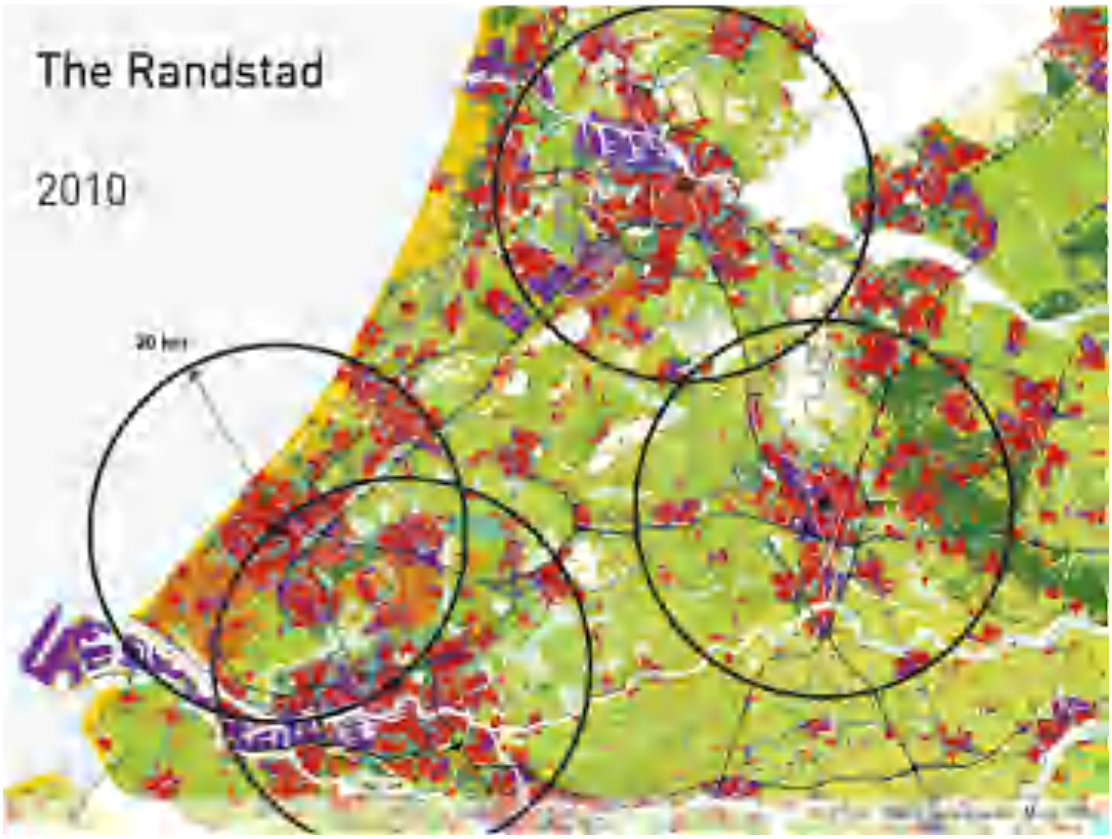
The responsibility of the provinces for spatial regional economic policy is constantly growing. As a consequence, for the Randstad provinces, the responsibility is also growing to uphold and extend the competitive position of the region in an international perspective. Other tasks for the Randstad Region include,

- Developing a safe and climate-proof delta
- Improving the living and working climate in the region by combining water, nature and landscape with developments of and in the urban areas

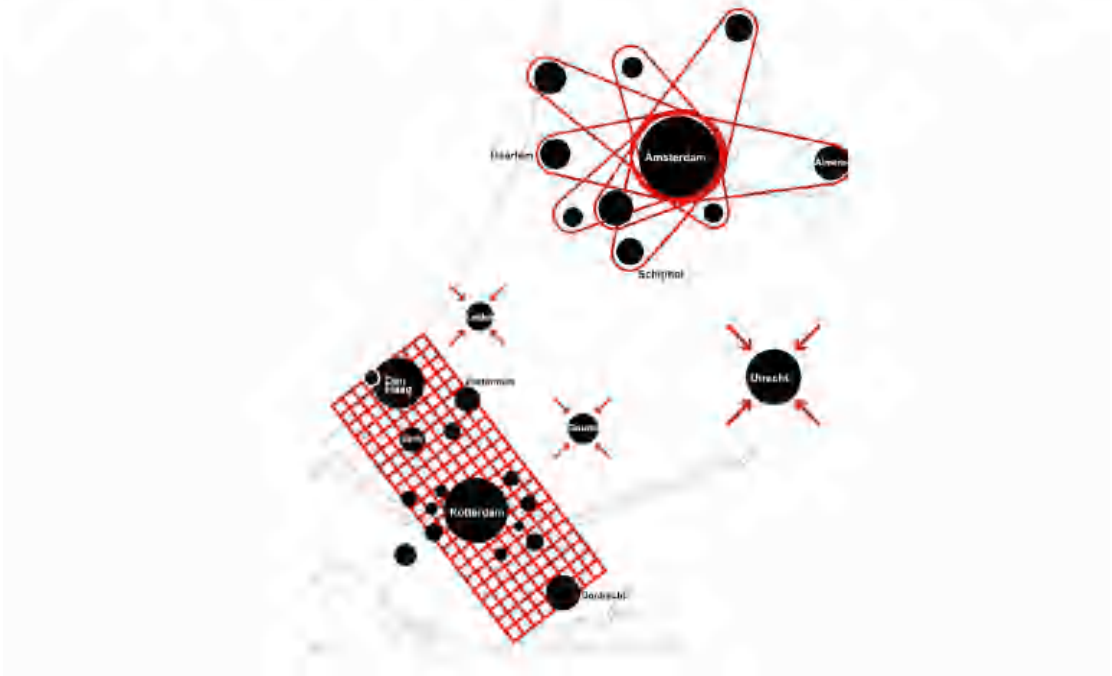
Priorities

This responsibility, linked to the Europe 2020 strategy itself aimed at arriving a sustainable, smart and competitive Europe by 2020, something that is in part to be achieved through the implementation of the European programmes for the period 2014 through to 2020, means that the Randstad Cooperation in Europe is focused on the following four priority fields,

- Future Regional Policy
- Knowledge and Innovation
- Sustainable Living Environment
- Rural Areas under Urban Pressure



Metropolitan Region Amsterdam,
Metropolitan Region Rotterdam-The Hague



The Metropolitan region Rotterdam The Hague (www.mrdh.nl)

The Metropolitan region Rotterdam The Hague is a natural convergence of the two strong agglomerations around the cities of Rotterdam and The Hague. Both have their own unique profile and a distinctive identity. They complement each other well and their strengths act in synergy. Every day around half a million commuters travel from home to work or to training or study. The region really does function as a single, daily urban system. In other words the region and its 24 local authorities have been working closely together in numerous domains for a long time already: the Metropolitan region is alive and kicking.

Three leading economic sectors

Regions around Rotterdam and The Hague have a powerful international orientation.

- Port-industry complex Mainport Rotterdam
- The Hague International City of Peace and Justice, the Security Delta network for world class security solutions and the International Court of Justice
- Greenport Westland-Oostland is a world player in global horticulture under glass

Three Universities

The region's international features are apparent in its academic institutions, the three universities.

- Erasmus University Rotterdam
- Delft University of Technology
- the University of Leiden - The Hague campus

Nine international leading sectors

- Transport and Logistics
- Chemical and Energy
- Greenports
- Peace, Justice and Security
- Sustainable Technology
- Life Sciences and Health
- Pensions and Insurance
- Water and Delta
- ICT and Telecom

Three strategies

The region has an ambitious mission and is adopting three strategies to strengthen the,

- Daily urban system
- Potential of economy, knowledge and innovation
- Standard of amenities

Amsterdam Metropolitan Area

Amsterdam metropolitan area (Metropoolregio Amsterdam) is the monocentric metropolitan area around the Dutch capital. It lies in the Noordvleugel (North Wing) of the larger polycentric Randstad metropolitan area and encompasses the city of Amsterdam, the provinces of North Holland and Flevoland and 36 further municipalities within these two provinces. The administrative responsibility for the Amsterdam metropolitan area lies with the Amsterdam Metropolitan Area Central Administration (BKG).

Amsterdam continues to develop further as the core city of an internationally competitive and sustainable European metropolis. This ambition has its roots in the 'Development Scenario for the Amsterdam Metropolitan Area in 2040' (Ontwikkelingsbeeld 2040 voor de Metropoolregio Amsterdam) set up by the Amsterdam Metropolitan Area (AMA). The area in question, with 2.2 million inhabitants at present and a projected 2.5 million in 2040, boasts the scale and diversity that are necessary to remain competitive internationally. It means that the daily urban system of Amsterdam has become greater than the space within its own boundaries - Amsterdam is the central city, the core city, in the metropolitan area. The Structural Vision - Amsterdam 2040 has been written from this perspective.

Øresundskomiteen - (www.oresundskomiteen.org)

Strengthening cross-border cooperation in the Öresund Region

The Öresund Committee has been the official platform for regional political cooperation between Skåne (Sweden) and Zealand (Denmark) since 1993. The committee is a political interest, and lobby organization that works to strengthen regional cross-border cooperation. Moreover, the Öresund Committee defends the interests of the Öresund Region before the national parliaments of Sweden and Denmark, the Riksdag and the Folketing respectively, and in addition before the EU in Brussels.

The 12 member organisations of the Öresund Committee are themselves responsible for nominating and appointing the politicians who will represent them as members or deputies on the committee. Each committee member has one vote and decisions are generally reached by a simple majority. The activities and operations of the Öresund Committee are financed through contributions from the members. The size of these contributions varies depending on the number of inhabitants in the municipality or region that the respective member represents.

An important part of the Committee's task is to boost integration between the region's citizens, where culture and work life are seen as two important levers for action.

How do we want to see the Öresund Region develop and what can we do to promote this development? These were key questions when the Öresund Committee was formed in 1993 by politicians that included Joakim Ollén, then Chair of the Municipal Executive Committee in Malmö, and Jens Kramer Mikkelsen, then Lord Mayor of Copenhagen. Two years earlier the Swedish and Danish governments had agreed to build a bridge across the Sound between Skåne and the Danish island of Zealand. Following that decision politicians from both countries had begun to realise how important it was to strengthen cooperation before the bridge opened in June 2000.

Öresund Regional Development Strategy (ÖRUS)

With its 3.7 million inhabitants the Öresund Region is one of the most significant and dynamic regions in northern Europe. However, to defend the Öresund Region against increasing international competition, it is essential for stakeholders to work together to create growth and build dynamism: only through close cooperation can the Öresund Region attain sufficient critical mass to be able to compete internationally.

For this reason, the Öresund Committee has formulated an Öresund Regional Development Strategy, known as ÖRUS. The strategy has a time horizon that extends to 2020 and is a dynamic tool that is reviewed annually to reflect developmental changes and follow up on implementation.

Vision and strategy

ÖRUS is a vision and a strategy for how, together, we can unlock the numerous potentials of the Öresund Region as a border region. But if the vision laid out in ÖRUS is to be realised, everyone will have to play their part.

The ÖRUS vision is that "by maximising the benefits of integration and cross-border dynamics, the Öresund Region will stand out as the most attractive and climate-smart region in Europe".

Therefore the region in 2020 should be a,

- Front-runner in environmentally friendly transport and a laboratory for green technology
- Centre for clean tech solutions and sustainable urban development, so that we can host an Öresund Region EXPO in 2022
- Single, attractive, obstacle-free labour market where people with different educational backgrounds, professional skills and practical experience have unrestricted access to all of the region's workplaces, regardless of whether they have acquired their proficiency in Sweden, Denmark or elsewhere
- Model for how to make the best possible use of the resources that workers with a foreign background can bring to the labour market
- Region that provides individuals and companies with an overview of opportunities, regulations and frameworks through Øresund Direkt
- Model region in terms of digital integration through the use of high-quality broadband.
- Region with a diverse cultural offering that meets high criteria in terms of quality
- Region that invests in cultural activities produced for, with and by children and young people
- Host for international events and a popular tourist destination
- Cohesive, competitive educational market that produces the best-trained graduates and attracts students and researchers from other countries
- Hub of innovation, with entrepreneurs and synergies between educational institutions and trade and industry
- Region whose residents are able to make use of all that the region offers and to explore its potential

Eurocity Basque - (www.agglo-cotebasque.fr)

This Basque Eurocity, who sits on both sides of the Franco-Spanish border on the Atlantic side of the Pyrenees, is an urban corridor along the 50 km separating Bayonne and San Sebastian and includes a population of 600k. This is the natural access to the channels of communication between the Iberian Peninsula and the central and western Europe.

This border cooperation project called "Basque Eurocity Bayonne-San Sebastián" seeks to structure the urban continuum and create a new European city. A metropolitan area in which the infrastructure, urban services and instruments of government are designed jointly.

The objective of the Agency is to boost cross-border cooperation on the territory of the Eurocity Bayonne-San Sebastián and in particular stimulate projects and relationships border cooperation in areas as diverse as technology cooperation, planning, urban planning and the environment, infrastructure and transport, culture, tourism and social services.

This year, the border agency for the development of the Basque Eurocity celebrates twenty years. Twenty years of efforts for the emergence of an integrated between Bayonne and San Sebastian urban space. Twenty years of shared commitment to develop all the infrastructure, services and facilities across the Eurocity. Twenty years shared ambition to build a metropolis of European rank.

See www.agglo-cotebasque.fr to download the 20th Anniversary (2013) Newsletter or view it on line.

Ruhrgebeit - (www.metropoleruhr.de)

Ruhr parliament

All cities and districts of the Ruhr Metropolis are represented in the Ruhr parliament of the Ruhr Regional Association with its head office in Essen. It consists of approximately 70 members with voting rights, who are delegated by the cities and districts.

The Ruhr parliament lays down the Ruhr Regional Association's budget. As a result of the tight financial situation of many municipalities, the parliament has summoned more help from the federal and state governments in debt reduction. Since 2009, the association meeting has been setting the course for the future of the Ruhr Metropolis with the regional plan.

Ruhr Regional Association (RVA)

The Ruhr Regional Association (RVR), is the regional hub of the 11 independent municipalities and four districts of the Ruhr Metropolis with its approx. 5.2 million inhabitants.

The Ruhr Regional Association is responsible for the regional planning for the Ruhr region. It is the sponsor of significant infrastructure projects such as the Industrial Heritage Trail and the Emscher Landscape Park. The Ruhr Regional Association has been working on improving the quality of life in the Ruhr region for more than 80 years. It maintains and preserves green open spaces for recreation and leisure.

Its legal functions also include the regional business and tourism development, as well as public relations for the Ruhr Metropolis. Together with its municipal partners it carries the seven Ruhr region and leisure parks. The Ruhr Regional Association also collects geo and climate data about the region and makes it accessible to its member municipalities, amongst others for planning reasons.

Plans for the future

With regional plans, the Ruhr Regional Association creates the framework conditions for the land use in the cities and communities. Since 2009, the Ruhr Regional Association has been responsible once again for decisions regarding developmental planning in the Ruhr Metropolis. The federal function of regional planning used to be executed by three regional governments - for almost 35 years this has been leading to a trisection in the planning of the Ruhr region.

The regional plans, with targets for the future regional development, are set up by the Ruhr Regional Association for 10 to 15 years. Areas are determined for residential, industrial, leisure and nature reserve areas. Areas for the protection of groundwater and flood protection are also considered. The Ruhr Regional Association prepares a recommendation for area usage in the metropolis. The draft recommendation is coordinated with the participating cities and regional authorities. The regional plans are finally decided by the "Ruhr parliament".

Communal development

Subsequently, the cities and communities are bound by the regional plans. In order to set up or change area usage plans, the Ruhr Regional Association must give its consent. Thus, the targets for regional development of the Ruhr Metropolis are reflected in the individual municipalities. In order not to hinder cities and communities, different procedures may be applied for. For instance, the usage of smaller spaces may be changed if the regional

planning is not fundamentally affected. Target deviation procedures or regional planning procedures align projects with the overall objective by excluding or reducing negative effects on other utilisations.

Area monitoring by ruhrFIS

A part of the regional planning of the Ruhr Regional Association is to watch and analyse the regional development. To facilitate this, the data is documented in the Ruhr spatial information system (ruhr FIS), which all 53 municipalities can use as an information and decision basis for their local planning. Due to the spatial monitoring with ruhr FIS, the procedures can be carried out faster and in a more targeted fashion.

The Ruhr Regional Association takes a position

The Ruhr Regional Association is on hand to advise municipalities, authorities and investors in planning and procedural issues. Statements can also be obtained regarding procedures, if they relate to functions of the Ruhr Regional Association. Then the statements represent regional aspects and reflect the view of the municipalities. Such statements are not binding acts, but they must be considered in the planning.

Baltic Palette - (www.spatial.baltic.net)

The metropolitan areas around Helsinki, St Petersburg, Stockholm, Riga and Tallinn together form the Baltic Palette Region. The Baltic Palette is an innovative project with the aim to promote the Baltic Sea Region. The project focuses on tourism, environmental issues, infrastructure, spacial planning andinformation technology, among other things.

Problem

After the fall of the iron curtain, the Central Baltic Sea Region is gradually regaining its former function as an arena for economic, social and cultural exchange. The fundamental conditions are good; The Baltic Palette Region is situated in the heart of the Baltic Sea Region and has 12.5 million inhabitants. The level of education is high, the cultural heritage is rich and its position is strategically good between the markets of Europe and Asia. The distances between the five big cities are small and the ferry-services well developed. The trade exchange is extensive and thus the integration is big in this part of the Baltic Sea Region.

Description

The ten regions which surround the Baltic Sea have a tremendous potential for development, given their economic fabric, human resources, dynamic metropolitan areas, tourist and cultural attractions and geographical position as a hub at the heart of the Baltic transnational area. This favourable context corresponds to a period of rapid changes marked by more and more international trade, the opening of the European Union to Eastern Europe and the swift development of the "information society".

Approach

The object is to create integration by cooperation on a wide basis. During the next years the activity in the Baltic Palette will first and foremost focus on the following four visions.

- Marketing efforts will make the Baltic Palette Region a well-known trademark and symbol of inter-regional co-operation.
- Future investments in infrastructure will be developed into projects that could be funded by international financing institutions.
- New networks will be created for co-operation with the tourism sector and for promotion of natural and cultural assets.
- Joint programmes of training, education and exchange of experience will be established.

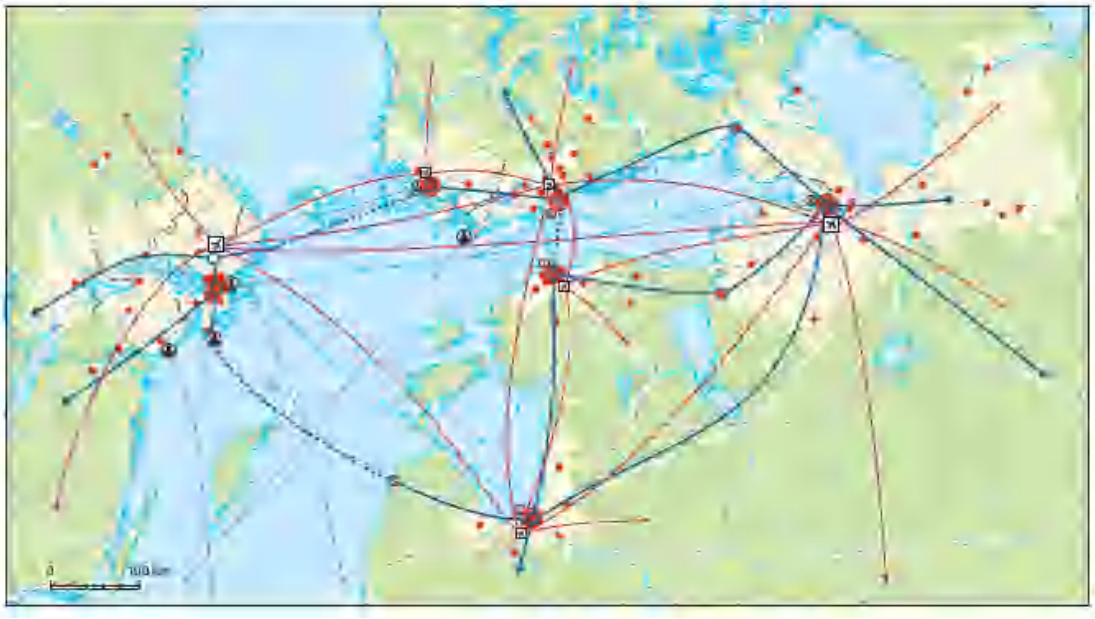
Participants

- Council for the Stockholm - Mälar Region, Sweden
- Uusimaa Regional Council, Finland
- Regional Council of Southwest, Finland
- Government of Åland, Finland
- City of Tallinn , Estonia
- Harju county, Estonia
- City of St Petersburg, Russia
- Leningrad Region, Russia
- Development Council of Riga, Latvia

Sub projects

- Polycentric regions
- Training and exchange in spatial planning
- Transport network
- Information Society
- Baltic Palette Tourism
- Water Management

The project was part of the Interreg IIC Baltic Sea Region Programme of the EU - 2004



Wholly new projects post PolyMETREXplus

Scandria - (www.scandriaproject.eu)

Scandria is a cooperation of 19 partners from Germany and Scandinavia willing to assume a future role in developing a green and innovative transport corridor between the Baltic and the Adriatic Sea as well as to promote a new European economic core area.

As such, the Scandria project is part of the initiative to foster the Scandinavian-Adriatic Development Corridor marking the shortest way from Scandinavia to the Adriatic Sea along the transition point from Eastern to Western Europe. Scandria is funded by the Baltic Sea Region Programme (BSRP) of the European Union.

Background

The "Berlin Declaration" of November 2007, which was signed by the ministers responsible for regional development from all East German federal states marked the beginning of an initiative demanding "an attractive transport infrastructure as well as internationally competitive and efficient means of transportation within the Scandinavian-Adriatic Development Corridor".

The declaration was followed by the COINCO-charter in March 2008, in which regions from Norway, Denmark, Sweden and Germany declared their willingness to intensify their cooperation to develop one of the most competitive, sustainable and livable regions. Based on this development, in 2008 the German Federal Ministry of Transport, Building and Urban Development advanced the development of concrete EU funded cooperation projects.

SoNorA (see below)

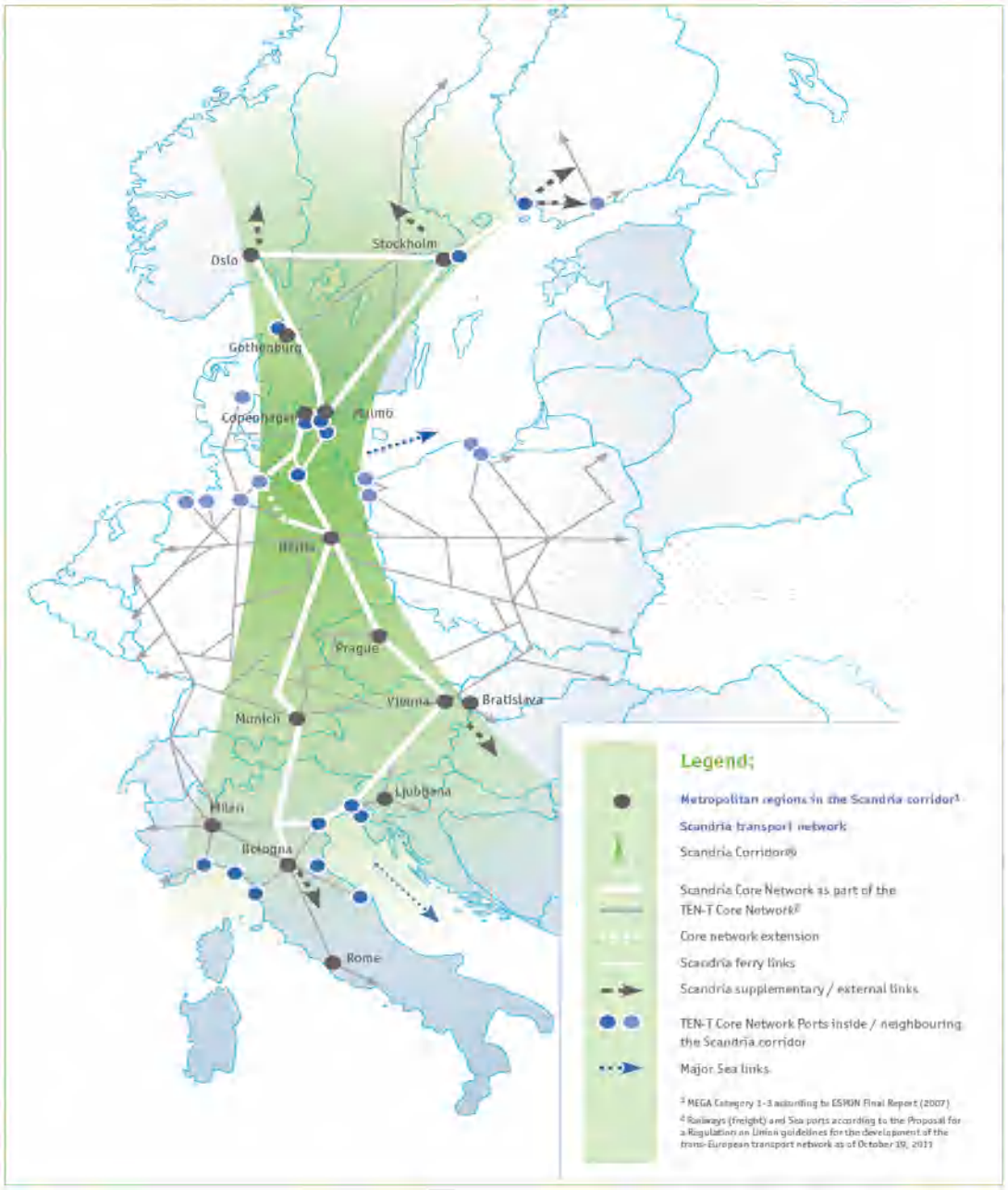
In November 2008, the Scandria "sister project" South-North Axis (SoNorA), led by the Veneto region, started within the Central Europe Programme.

Transitects (see below)

Both are complemented by the projects Transitects, which focuses on North-South-transport via the Alps, and COINCO-North, which targets on infrastructure development within the Oslo-Gothenburg area.

EWTCii and TransBaltic (see below)

Just recently, Scandria also signed a common agreement on joint green transport corridor activities with the Swedish Ministry of Enterprise, Energy and Communications as well as the transnational territorial cooperation projects East West Transport Corridor II (EWTC II) and TransBaltic.



Scandria strategy

SoNorA - (www.sonoraproject.eu)

Improving transport infrastructure and services across Central Europe

SoNorA is a transnational cooperation project, financed within the Accessibility priority of the CENTRAL EUROPE Programme, which aims to help regions across Central Europe.
The project aims to developing accessibility in South North direction, between the Adriatic and Baltic seas, in terms of:

- Making the SoNorA network real, through support for the completion of transport infrastructure
- Activating and improving multimodal freight logistics services
- Developing transnational action plans for future realisations
- Supporting new regional development opportunities, due to transport network improvements

Led by Veneto Region (Italy), the project consortium is composed of 25 Partners from 6 EU Countries (Austria, Czech Republic, Germany, Italy, Poland, Slovenia) and 35 Associated Institutions.

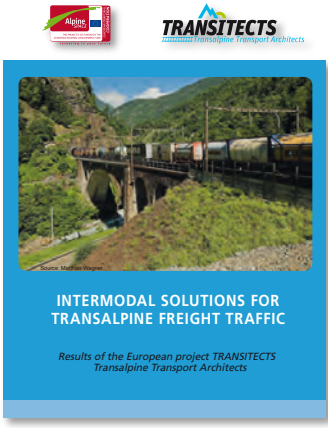
The project had a total budget of € 7.10m and a duration of 40 months from November 2008 to February 2012.

TRANSITECTS - (www.alpine-space.eu)

TRANSITECTS is a European project aiming at developing and implementing attractive rail products and systems to disburden traffic bottlenecks in the Alps and to mitigate related negative effects of traffic. To implement the shift from road to rail related traffic TRANSITECTS creates sustainable intermodal solutions to fit changing markets - especially combined transport products for transalpine freight traffic. Furthermore, the project supports the development of intermodal nodes and proactively fosters the railway system.

TRANSITECTS started in July 2009, with a run-time of three years. The project budget is 3.2 million Euro. The project is being carried out within the framework of the Alpine Space Programme – European Territorial Cooperation 2007-2013 (INTERREG IV B) and funded by the European Regional Development Fund (ERDF) and national co-financing. 16 partners from four countries (Austria, Germany, Italy, and Slovenia) are collaborating in a transnational network.

This report is meant to give an overview on the results of TRANSITECTS. It mainly focuses on elaborated ideas about new transalpine train services, describing approaches and presenting different pilot connections in combined transport. Furthermore, the report provides an insight in the environmental model which has been elaborated to calculate the environmental benefit of these new train services. Not least, approaches in regard to the improvement of intermodal nodes and transalpine passes as well as networking activities with other projects are described.



EWTCii - (www.ewtc2.eu)

The EWTC II project started in 2009 and is a follow up on the successful EWTC project completed in 2007, with the overall aim to highlight the development of a "Green Corridor Concept" as a best practise case in the European context.

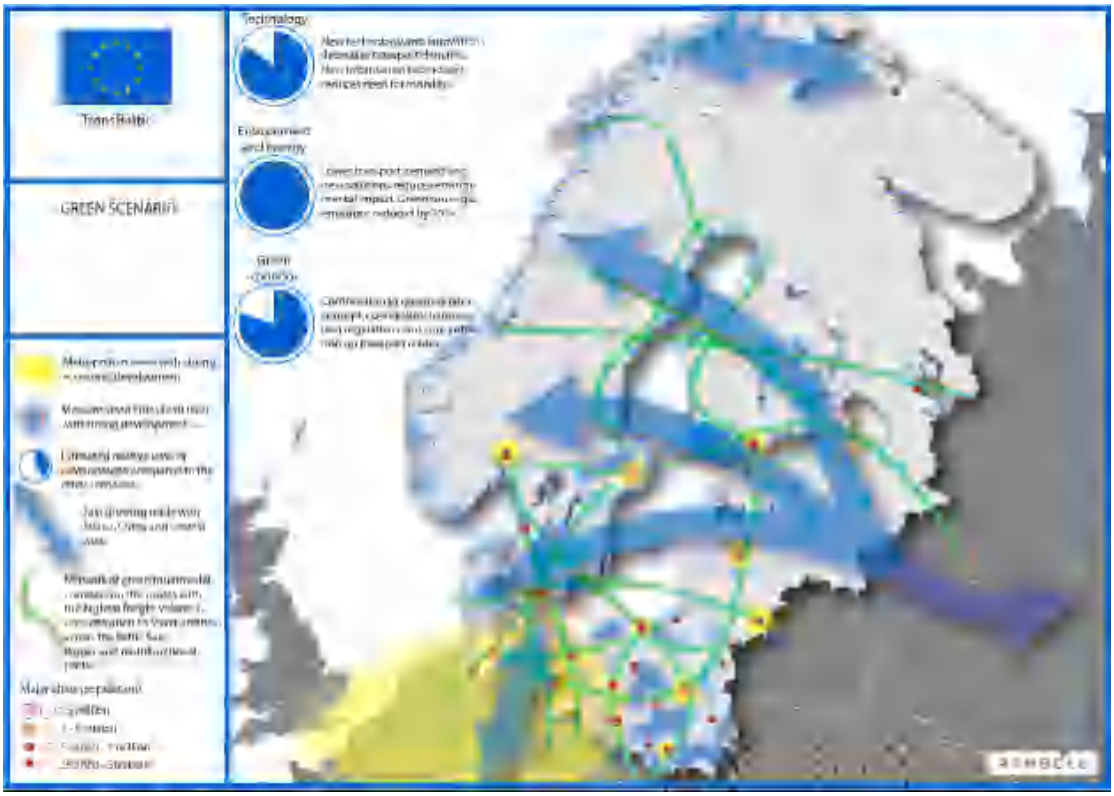
The concept of green transport corridors is defined as a concentration of freight traffic between major hubs and by relatively long distances of transport where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport.

The East West Transport Corridor

- Stretches from Esbjerg, Denmark and Sassnitz, Germany in the west to Vilnius, Lithuania in the east. The eastern part of the corridor is a gateway to and from the Baltic Sea Region connecting it with Russia, Kazakhstan and China to the east and Belarus, Ukraine and Turkey to the south-east
- Consists of an intermodal transport system with each of the different transport modes being links in the national and European trans-port system (including TEN ports and national priority railways and motorways)
- Is committed to sustainable development and Europe's transport needs and to contribute to mastering Europe's transport challenges in a more environmentally friendly manner

TransBaltic - (www.transbaltic.eu)

TransBaltic is a transnational project on transport and regional growth, co-financed by the Baltic Sea Region Programme 2007-2013. It is led by the Swedish region of Skåne and partnered by regional administrations, transport and logistics-related research institutions, transport operators, logistics associations and pan-Baltic organisations, including CMPR Baltic Sea Commission, CMPR North Sea Commission, Baltic Sea States Subregional Cooperation (BSSSC), Baltic Sea Chambers of Commerce Association (BCCA), Baltic Development Forum (BDF) and Baltic Ports Organisation (BPO). It has gained support from several transport ministries of the Baltic Sea countries as well as public institutions in Russia.



CENTROPE is the Central European Region - (www.centrope.com)

Context

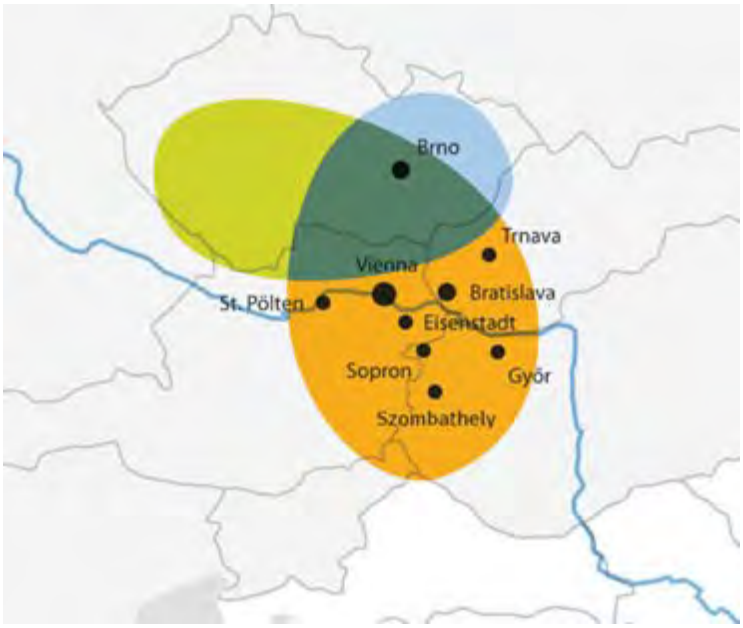
CENTROPE is growing together – for two decades already, increasing social, economic and cultural interdependencies are an everyday reality in this border region between the Czech Republic, Slovakia, Hungary and Austria. It is only natural to transform this space into a prospering European region that makes effective use of the available economic and social assets as well as of its linguistic and cultural variety for the benefit of coordinated, dynamic development. In 2003, leading political decision-makers thus agreed to initiate and support the building of the Central European Region CENTROPE. Since then, 16 cities and regions in four countries have been committed to forging a common future.

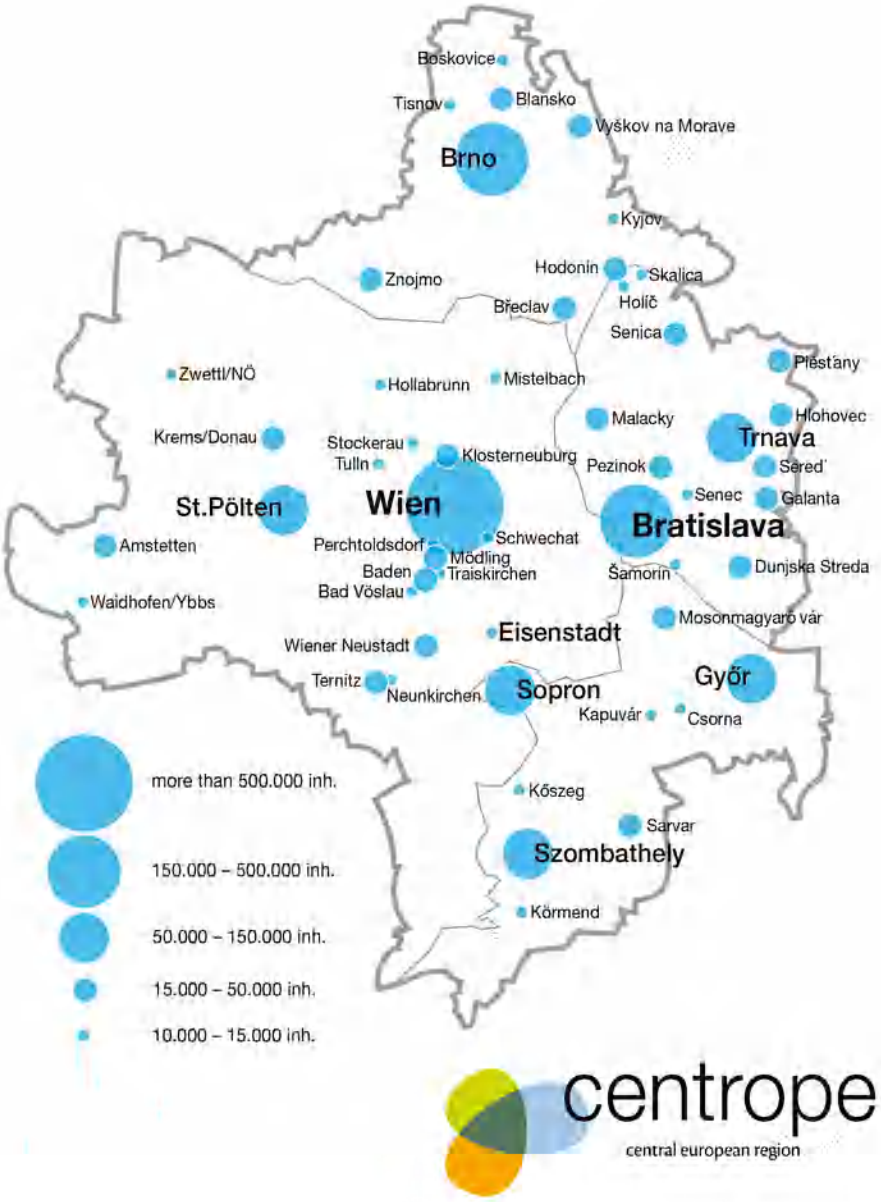
CENTROPE CAPACITY is the lead project funded under the EU programme CENTRAL EUROPE. In the period until 2012, it will create a multilateral, binding and sustainable framework for the cooperation of local and regional authorities, enterprises and public institutions in the Central European Region. It builds on the results of two INTERREG IIIA projects concluded in 2007, which provided the necessary preparatory work and development steps to establish the Central European Region CENTROPE. Under its programme priority "Competitiveness" CENTRAL EUROPE supports the project CENTROPE CAPACITY with a co-funding of 80%.

Impulse for intensified cooperation

CENTROPE CAPACITY stands for the conviction that the dynamic development of this transnational region can only be advanced if efficient structures are created in all four partner countries – regional CENTROPE offices that, catalyst-style, continuously generate impulses for intensified cooperation, develop concepts and promote the idea behind CENTROPE in the partner regions. With this level playing field, the cooperation of the CENTROPE partner cities and regions acquires a new quality standard.

To render CENTROPE more tangible, the main focus of CENTROPE CAPACITY will be on the introduction of practice-oriented cooperation activities, which may be cooperative business ventures, joint projects of research institutions and innovation centres, the development of common tourism services or cross-border agreements on spatial and traffic planning. The circle of stakeholders taking initiatives in or on behalf of CENTROPE is to be gradually widened.




Boskovice
Tisnov
Blansko
Vyškov na Morave
Brno
Kyjov
Znojmo
Hodonin
Skalica
Holíč
Břeclav
Senica
Piešťany
Zwettl/NÖ
Hollabrunn
Mistelbach
Malacky
Hlohovec
Trnava
Krems/Donau
Stockerau
Tulln
Klosterneuburg
Pezinok
Sered'
St.Pölten
Wien
Senec
Galanta
Bratislava
Amstetten
Perchtoldsdorf
Schwechat
Mödling
Baden
Traiskirchen
Šamorín
Dunjska Streda
Bad Vöslau
Waidhofen/Ybbs
Mosonmagyaróvár
Eisenstadt
Wiener Neustadt
Győr
Ternitz
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15.000 – 50.000 inh.
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centrope
central european region

Planning Europe

What is the reality and is it working?

Polycentric Clusters and Corridors (PCC) level

Conclusions

European Grouping of Territorial Cooperation (EGTC)

The European Grouping of Territorial Cooperation (EGTC) mechanism, which has already supported some 50 individual initiatives, seven of which have a strategic territorial dimension, offers the means through which a European Territorial Development Strategy for better polycentric balance could be implemented.

It could support the development of the 12 existing polycentric clusters and corridors (PCC) and the scoping of the 21 potential PCC.

Action Plan

At the end of this report the ET 2050 Vision is used as a base on which to set the National Spatial Plans (NSP), Macro Region Strategies and Polycentric Corridors and Clusters through which it will be implemented.

This will, in effect, update the PolyMETREX 2007 Action Plan. An ET 2050 Action Plan will be the result. It is hoped that this will provide an up to date and coherent context for planning at the metropolitan level.

Planning Europe

What is the reality and is it working?

Polycentric Clusters and Corridors (PCC) level

Action Plan

Showing the Macro Region Strategies, National Spatial Plans and Polycentric Clusters and Corridors identified and discussed in the report and which could form the basis of an Action Plan to implement and EU Territorial Development Strategy for better polycentric balance across Europe.

Planning Europe - Action Plan

European level

- Directives on the Environment, Habitats, Hazards, Noise and Water
- Policies on Cohesion, Agriculture, Transport and the Environment
- Europe 2020-2030 (part updated)
- Territorial Agenda for the EU 2020 - TA2020
- EU TEN-T Corridors
- ESPON ET2050 - Territorial Scenarios and Visions for Europe
- PolyMETREX - METREX Interreg IIIC Project
- Eurostat - Metropolitan Regions
- Eurostat - Population projections 2008-2060
- European Territorial Vision and Framework - ETVF

Macro level (4+1)

- EU Strategy for the Baltic Sea Region - EUSBSR
- EU Strategy for the Danube Region - EUSDR
- EU Strategy for the Adriatic and Ionian Region - EUSAIR
- Towards an EU Strategy for the Alpine Region - EUSALP
- Plan Bleu - Building the Mediterranean future together

National level (13)

- Netherlands National Policy Strategy for Infrastructure and Spatial Planning
- Spatial Planning in Denmark
- Austrian Spatial Development Concept ÖREK 2011
- Concept of Croatian spatial development strategies - 2014
- Greek National Spatial Planning Strategy and National Spatial Plans
- National Planning Framework for Scotland
- Scotland's Third National Planning Framework
- Wales Spatial Plan
- Regional Development Strategy for Northern Ireland 2035
- National Spatial Strategy for Ireland 2002-2020
- Latvia National Development Plan 2030 and Sustainable Development Strategy 2020
- Spatial Concept Switzerland
- Perspectives for spatial structure and land use in Finland 2006

Polycentric Cluster and Corridors Level

European Grouping of Territorial Cooperation (EGTC) (7)

- CETC - Central European Transport Corridor - North-South axis multi-modal accessibility and economic development
- Eurodistrict Saar Moselle - Cross border area development
- Euroregion Aquitaine - Euskadi - Economic, social and cultural cooperation. Sustainable mobility, smart growth and euroregion identity.
- Eurodistrict Strasbourg - Ortenau - Strategies and projects.
- Euroregion Pyrénées - Mediterannée - Strategies and coordination
- CEGT Grande Region - Accessibility, economic and cultural relations (Saar-Lor-Lux)
- West-Vlaanderen/Flandre-Dunkerque - Cote de Opale -Strategies, programmes and
- actions

Current polycentric cluster and corridor initiatives (12)

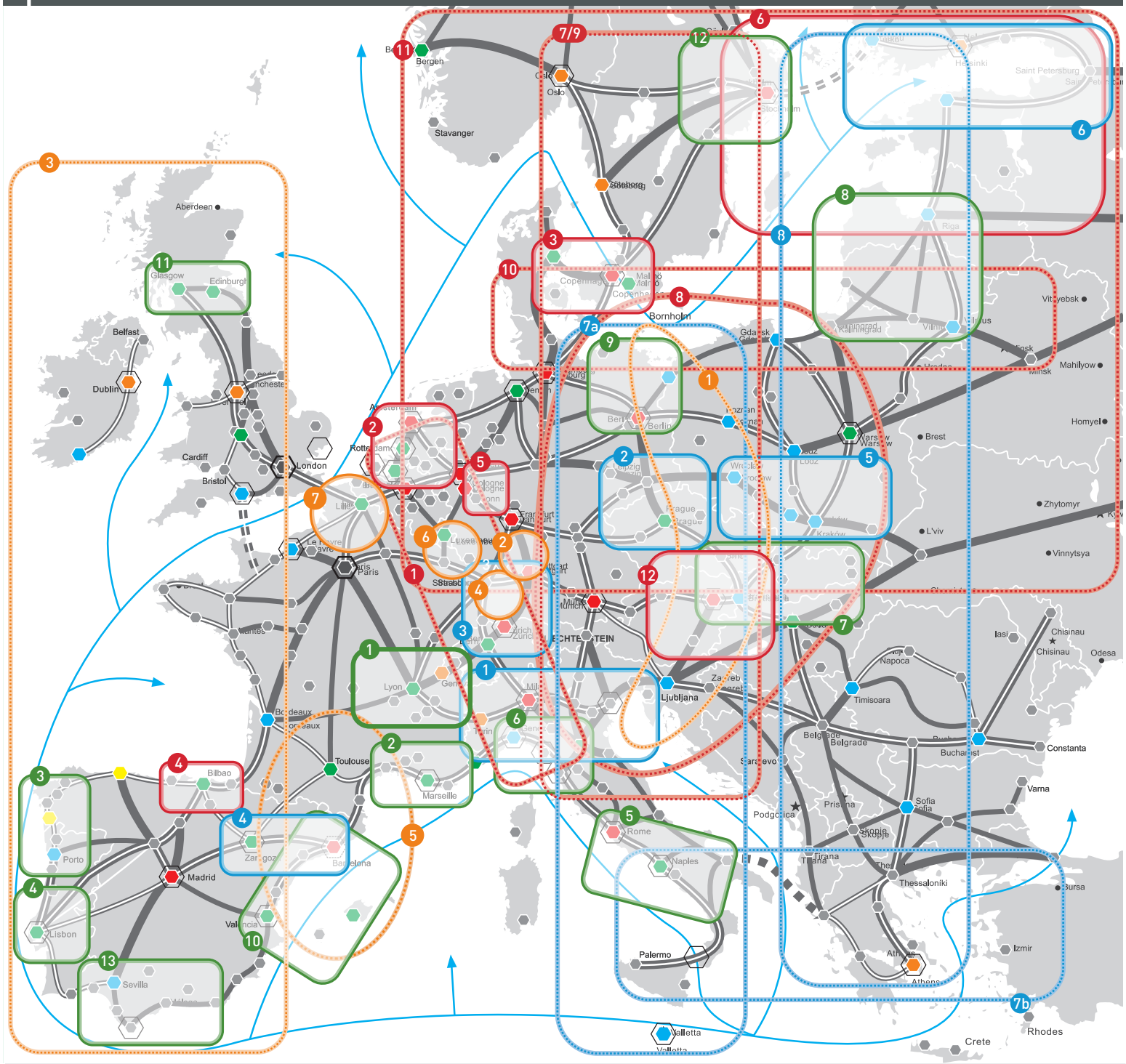
- CODE 24 - Corridor Development Rotterdam-Genoa
- Regio-Randstad - Strengthen the competitive position of the Randstad
- Øresundskomiteen - Strengthening cross border cooperation
- Eurocity Basque - Franco-Spanish polycentric metropolitan corridor
- Ruhrgebeit - Polycentric metropolitan region cluster
- Baltic Palette - Promotion of the Baltic Sea region
- Scandria - Scandinavian-Adriatic development corridor
- SoNorA - Central European accessibility
- TRANSITECTS - Trans Alpine transportation modal shift
- EWTCii - Green transport corridors
- Trans Baltic - Transport and regional growth
- Centrope - Central European cooperation

PolyMETREX polycentric clusters and corridors (8+12)*

- Po Valley Spatial Vision
- Metropolitan spatial vision for central Europe
- Stuttgart/Strasbourg/Zurich cluster
- Cluster Study about the Ebro
- Krakow - the Upper Silesia cluster
- Helsinki/Tallinn/St.Petersburg
- Corridor 1 Euro-Mediterranean relations
- North-South interface

- Lyon polycentric cluster
- Marseille polycentric cluster
- Porto polycentric cluster
- Lisboa polycentric cluster
- Roma-Napoli-Bari corridor
- Genova/Florence cluster
- Wien/Bratislava cluster
- Riga/Vilnius cluster
- Berlin/Potsdam/Szczecin corridor
- Barcelona/Valencia corridor
- Central Scotland corridor
- Stockholm cluster
- Andalucia cluster

Planning Europe Action Plan - Polycentric Cluster and Corridors Level



European Grouping of Territorial Cooperation (EGTC) (7)

1. CETC - Central European Transport Corridor - North-South axis multi-modal accessibility and economic development
2. Eurodistrict Saar Moselle - Cross border area development
3. Euroregion Aquitaine - Euskadi - Economic, social and cultural cooperation. Sustainable mobility, smart growth and euroregion identity.
4. Eurodistrict Strasbourg - Ortenau - Strategies and projects.
5. Euroregion Pyrénées - Mediterannée - Strategies and coordination
6. CEGT Grande Region - Accessibility, economic and cultural relations (Saar-Lor-Lux)
7. West-Vlaanderen/Flandre-Dunkerque - Cote de Opale -Strategies, programmes and actions

Current polycentric cluster and corridor initiatives (12)

1. CODE 24 - Corridor Development Rotterdam-Genoa
2. Regio-Randstad - Strengthen the competitive position of the Randstad
3. Øresundskomiteen - Strengthening cross border cooperation
4. Eurocity Basque - Franco-Spanish polycentric metropolitan corridor
5. Ruhrgebeit - Polycentric metropolitan region cluster
6. Baltic Palette - Promotion of the Baltic Sea region
7. Scandria - Scandinavian-Adriatic development corridor
8. SoNorA - Central European accessibility
9. TRANSITECTS - Trans Alpine transportation modal shift
10. EWTCii - Green transport corridors
11. Trans Baltic - Transport and regional gro

PolyMETREX polucentric clusters and corridors (8+13)*

1. Po Valley Spatial Vision
2. Metropolitan spatial vision for central Europe
3. Stuttgart/Strasbourg/Zurich cluster
4. Cluster Study about the Ebro
5. Krakow - the Upper Silesia cluster
6. Helsinki/Tallinn/St.Petersburg

7A/B. Corridor 1 Euro-Mediterranean relations

8. North-South interface

Other polucentric clusters and corridors

1. Lyon polycentric cluster
2. Marseille polycentric cluster
3. Porto polycentric cluster
4. Lisboa polycentric cluster
5. Roma-Napoli-Bari corridor
6. Genova/Florence cluster
7. Wien/Bratislava cluster
8. Riga/Vilnius cluster
9. Berlin/Potsdam/Szczecin corridor
10. Barcelona/Valencia corridor
11. Central Scotland corridor
12. Stockholm cluster
13. Andalucia cluster