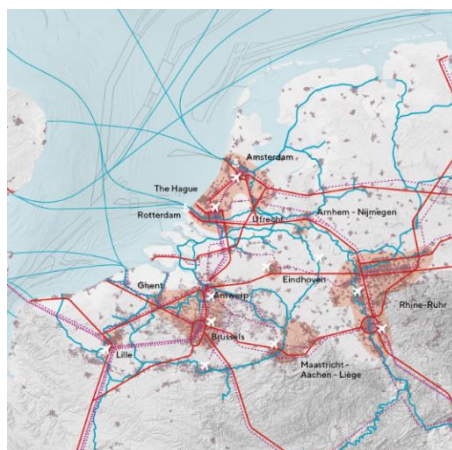


Report and visual memory of SURE Eurodelta Conference on 28 and 29 November 2019 in The Hague



Participants: Amélie Soumet and Jamila Bentrar from Metropole Lille, Cecilia Braun from Metropolregion Rheinland, Rien van de Wall from Brussels Perspective, Kris van Berendoncks and Bram de Pooter from City of Antwerp, Dagmar Keim from City of Amsterdam, Nils Markink from City of Rotterdam, Henk Bouwman from METREX, David Dooghe from Association Deltametropolis, Tjeerd Postma and Jan Oostenbrink from Province Groningen, Emma de Wijs, Erik Pasveer, Marcel Wijermans, Peter Pol, Rob Groeneweg, Frans Botma, Maarten de Strooper, Michaël Brevet, Danijela Blagojevic from City of The Hague, Frenk Bekkers and Helmut Thoele from Province of South Holland.

Presentations by participants: Metropole Lille, Metropolregion Rheinland, City of Amsterdam, Province South-Holland on the ESPON research.

Chair: Paul Gerretsen, Association Deltametropole

Invited speakers: Robert van Asten as vice mayor Mobility and European Affairs from City of The Hague, Derk Loorbach as professor DRIFT, Gert-Jan de Werk as advisor from Province of South-Holland, Maurits Schaafsma as urban planner from Schiphol Group, Jaap Modder as researcher from Association Deltametropolis, Inga Hilburg as urban designer and Ger Kwakkel as expert circular economy from City of The Hague, Ronald Olzheim as trendwatcher mobility.

1. Summary of the SURE Eurodelta Conference The Hague

Day 1: Mobility: international rail networks. New insights and proposals came from the Schiphol Group, the Association of Deltametropolis and by **the alderman of Mobility & EU affairs and member of the Committee of Cities and Region**, which all motivated and supported the importance of rethinking urban and regional planning policies and developing common actions. This is required of the Experts on Spatial Planning from all urban regions in the SURE region to accelerate the transition towards sustainable international rail networks. The province of Groningen exchanged practical experience with the successful step-by-step approach for the new high speed rail connection in the North; the Wunderline to Bremen in Germany.



Presentation of trendwatcher mobility: Policies could be more experimental and integrated of public- and private driven networks for stimulating the multimodal use in mobility.

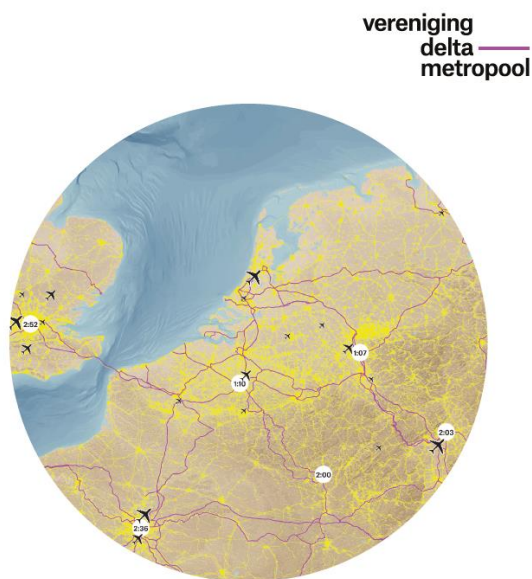
Presentation of Schiphol: Policies should reconsider the connections of international (air)ports to train stations and cities as important driver for wealth of citizens in globalized mega city regions. The private sector could be involved as partners by policy aims, such as the shift from air to rail. Companies like airlines (as is also the case with rail operators) are developing strategies for keeping a good position in the global market, compared to other mega regions in the

world. Some airport hubs and major cities are now insufficiently served by the flight network or (inter)national rail network. Airports of London and Paris are underserved by its international flight connections; airports of Amsterdam and Frankfurt have oversupply by its intercontinental flight connections; airports of Brussels and Metropolregion Rhein-Ruhr have relatively limited flight connections.

Presentation of Association Deltametropolis: Presented on screen and the table were new maps of the international rail networks in the Eurodelta and different urban regions and a guided rapport of 'Redesigning the Eurodelta'. This study showed that multi-level scales could be distinguished. For improvements in (inter)-metropolitan connectivity is the tendency to design infrastructure instead of tariffs and other organizational issues. Innovation in governance is necessary and for this an active role of EU-organizations is required. Upgrading current technologies could be one of the game changers.

Conclusion: Solutions come out of urgencies such as: 1) the pressure on growth of airports, 2) the loss of competitiveness by Brexit, so enhance mobility between regions to improve quality of life as well as competitiveness, 3) some second tier cities face congestion and disadvantages, so make sure they are also well connected by international rail.

Possible Actions for 2020-2021: 1. Get sustainable transport (a.o. the shift of air to rail) high on the European and national agendas 2. Make our common data on sustainable transport better; 3. Analyze our missing links and spaces of importance; 4 Study the governance issue; how to improve the European railway governance?



Redesigning the Eurodelta

Strengthening the European metropolitan system, by rethinking aviation and improving rail connections

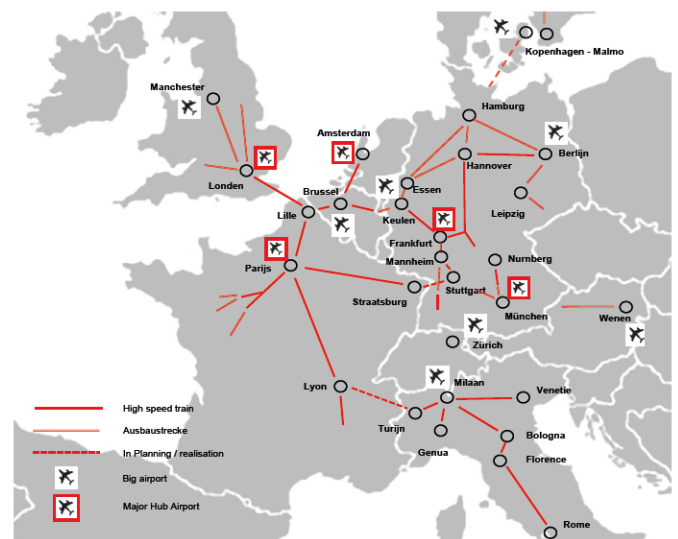


Figure title.

Day 2: Sustainability: Circular Economy. Advanced scientific thinking came from **research institute DRIFT**, which historically studied the influences of successes or failures of large scale system changes for persistent problems. Society chose the comfort zone of a stable regime. However, business as usual becomes increasingly problematic. Large economic activities are currently still unsustainable due to a lack of urgency to shift from linear fossil to sustainable fossil free processes.

Why do policies fail to implement solutions? Policies are stationary and often protect existing dominant activities. Nobody appears to be responsible for needed changes to become more sustainable. So what trigger urban and regional planning policies to do speed up transitions towards sustainable economic processes?

Twenty students ('The next generation') were invited to do a challenge on the question 'How to improve circularity by using the sharing economy'. Four groups enthusiastically presented their invented solutions. There will be a separate report of this Next Generation Challenge on Circular Economy.

Suggestion for policy makers is to rethink the role in transition processes and ask questions: What is keeping the status quo in place? What would be alternatives? The plan should have short term steps. Experiments can change the minds by small concrete steps. Which behavior of people moves towards more sustainability? First step is to better identify existing problems within the embedded societal context. Next step is to invent new solutions by exploration of alternatives and to search what the future society wants. Innovation reveals new pathways by implementing solutions and technologies. Over time experimentally proven alternatives can become more attractive, by figuring out while doing, and can grow into new norms and regimes. The desired future will emerge if policies can support the process of developing new narratives (with informal status) and counter moment which empowers new initiatives.

Conclusions:

Circular economy is a very relevant topic for the Eurodelta:

1. Some issues have impact on the entire SURE area, some at the scale of regions, cities and streets. This could be further elaborated. For instance regarding the scale on which certain material can be collected and processed. Domestic devices can go to local repair cafés; metals to the scale of nations or the SURE area;
2. European law: new rules and policies in the Eurodelta can speed up circularity. F.i. by certifying reused building materials, but also by new environmental and fiscal rules;
3. The circular economy has a spatial impact: other business parks, other environmental contour lines, other logistics;
4. There are key sectors which can speed up the conversion towards a circular economy. For instance the chemical industry (NRW), the port (Amsterdam), urban development and construction activities (Lille). Maybe also agriculture and food?
5. In all urban regions, there appears to be a cultural and/or governance problem: traditional economic policies are focused on keeping the linear model with the dominant economic players. The circular economy is seen as a marginal phenomenon. At the same time, stimulating the circular economy could substantially improve the long-term competitiveness and attractiveness of the Eurodelta. How to achieve this?

Finally, it was stated that within the key sector 'urban development and construction activities' there is a large development going on. In the two next decades, 3M new houses are being planned. This means on average 150.000 each year. This can be an enormous opportunity to innovate the construction sector making circularity the norm. Maybe a similar analysis can be made regarding the speed of developments in other key sectors.

Possible Actions 2020-2021:

1. Mapping the scale of circular issues;
2. Exploring EU-rules and policies which speed up circularity;
3. Exploring the spatial impact of the circular economy;
4. Exploring and mapping key sectors that speed up circularity;
5. How to change the dominant culture and regime of the linear economy?
6. Exploring the speed of development of key sectors and opportunities for sustainable innovation.

2. Exchange of practices and experiences on the SURE Eurodelta Conference The Hague

Metropole Lille

Theme	Explained lessons from practices and experiences
Day 1 Mobility	Metropole Lille - High Speed Rail Line: The high speed rail started with negotiations what to do with brownfields in the early 1990's (era of industrialization). Lille improved the regional connectivity of the region to other large regions, Brussels - Charleroi Airport and Paris. Lille is now on 1 hour distance of Paris. The second axe is Brussels. Combining urban development and infrastructure led to renewal of the rail district. The result is economic growth in its region and competitive gain. More headquarters were attracted to Lille. Today, Lille attracts new investments on real estate market, on economic sectors, like the IT cluster IT. Lille will work on new projects in the rail district, such as better connection of the two high speed stations in the city. The challenge is making agreements with rail operators on higher frequencies of the high speed train. Lille is chosen World Design Capital 2020.
Day 2 Circular Economy	Metropole Lille - JANUS project: Goal of JANUS project is to identify resources on different scales (for example land territory and material builders) and to inspire for natural ecosystems in manufacturing processes. JANUS-project anticipates on the end use of the manufacturing processes. The circular approach is to anticipate the transformation in urban design projects of the city. For example, the problem is the high amount of waste by demolishing buildings. First step is to develop research into the transformation of waste. The result will be a new framework, with decision-tools, implementation-tools and test-tools (demonstrators). This project is carried out by Lille metropole together with many stakeholders.
SURE Eurodelta	Topical issues - Metropolregion Lille: metropolitan view on Eurodelta, mobility (transport), lobby, vision on the metropolitan region Benefit - Metropole Lille: knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas

Metropolregion Rheinland and Ruhr

Theme	Explained lessons from practices and experiences
Day 1 Mobility	Metropolregion Rheinland and Ruhr - Alliance Rhine Alp Corridor: The metropolregion has founded new cross border cooperation for developing sustainable and robust traffic corridors (freight and personal mobility) from Rotterdam to Genoa. The strength of the alliance is to influence agendas for infrastructure with one voice and to work together in an umbrella structure to reach long term goals. The Rhineland model is reinvented by adaptive concepts; informal planning procedures were organized to push ideas. The alliance has focus onto conflict areas of freight and personal mobility and has chosen '9 spaces of importance'. Strengthening the important nodes can enlarge the resilience of the corridor, that is valuable to all involved partners. The Eurodelta perfectly complement the Alpine Rhine Alp Corridor. Both areas and cooperations help to improve the attractiveness and competitiveness of the Metropolregion Rheinland.
Day 2 Circular Economy	Reflected on presentations circular economy, identifying key sectors in the circular economy to speed up the process of becoming more sustainable and competitive
SURE Eurodelta	Topical issues - Metropolregion Rheinland and Ruhr: cross border and regional mobility, circular economy Benefit SURE - Metropolregion Rheinland and Ruhr: knowledge exchange on projects, new common projects, visibility of the metropolitan region and new economic opportunities, putting topical issues on the European and national agendas

Metropolitan areas in Belgium: Metropolitan region of Brussels and City of Antwerp

Theme	Explained lessons from practices and experiences
Day 1 Mobility	High speed rail is also topical issue for Antwerp and Brussels. Ambition of Antwerp is further improve the regional accessibility. Brussels would like to enlarge the discussion of high speed rail corridors, for example towards Hamburg.
Day 2 Circular Economy	Reflected on presentations circular economy, identifying key sectors in the circular economy
SURE Eurodelta	<p>Topical issues - Brussel: address new key issues like circular economy, improving the sustainability of the urban region and surrounding landscape</p> <p>Benefit SURE - Brussel: identify megaregion and (present/future) realities in our megaregion, knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas</p> <p>Topical issues - Antwerp: cross-border metropolitan dimension, international competitiveness, regional and local mobility, scales and activation</p> <p>Benefit SURE - Antwerp: knowledge, funding, legislation, knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas</p>

Randstad: City Amsterdam, Rotterdam, The Hague

Theme	Explained lessons from practices and experiences
Day 1 Mobility	Reflected on presentations on mobility
Day 2 Circular Economy	<p>City The Hague - Towards a Metropolitan Circular Economy: The huge amount of waste could be a 'Mount Everest'. How much space could we find for the use of a huge amount of new material resources? Major cities should redesign the circular economy within the metropolitan regions, to keep liveability of the city. The Hague is rethinking how to handle the space and where to localize circular hubs on the regional level.</p> <p>Renewing cities demands more space for industrial zones. The spatial impact of circular requirements (waste management) is a strategic question on national level .</p> <p>City The Hague - Initiatives circular economy: The Hague has received a EU subsidy for upcycling waste within industrial areas. DRIFT has been involved by The Hague in transition to circular economy. The city The Hague produces 4 million waste by households and business. Motto of circular initiatives is what locally is possible, will be done local. Aim is to attempt connecting big companies and small companies in a grid of logistical companies, and centralize logistics of the city locally. Several circular initiatives in The Hague have been presented. We have also reflected on presentations circular economy.</p>
SURE Eurodelta	<p>Topical issues - Rotterdam: transition to a circular based economy</p> <p>Benefit - Rotterdam: rethink Rhineland model to deal with society, knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas</p> <p>Topical issues - The Hague: shared problems and possibilities such as themes in mobility, international competitiveness (knowledge economy)</p> <p>Benefit - The Hague: interdependencies at megaregional scale prove social economic existence Eurodelta, exploration to what this megaregion system exists , knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas</p>

Province of South Holland, Province of Groningen

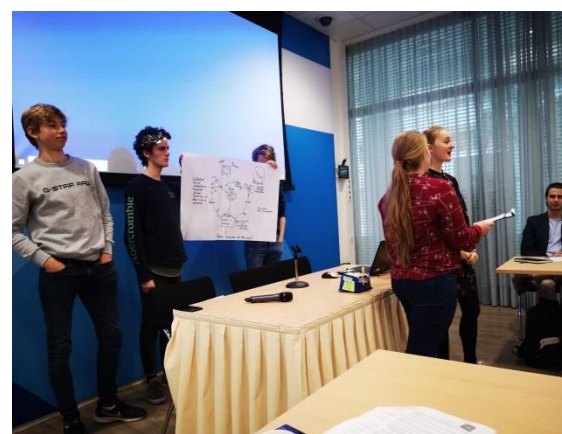
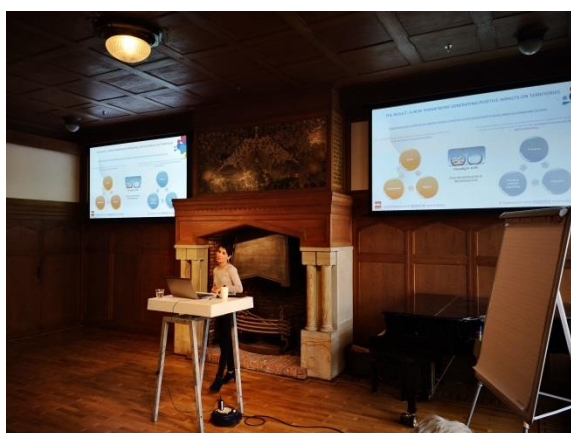
Theme	Explained lessons from practices and experiences
Day 1 Mobility	<p>Province Groningen - Wunderline to Bremen in Germany: the Wunderline is small railway for high speed network, by Dutch-German cooperation. In 2000 the Province has chosen to invest in the Wunderline. In 2011 the partner-relation with Germany has been build. Project, financed by EU subsidy, will improve stations and railway connections. Wunderline will be the most Nordic rail line of Germany. Groningen wants to be connected with Bremen, because of the importance of this German city. Social economic study has suggested that the Wunderline could have impact and effects for the labor market. The small cross-border railway can only be realized in cross border cooperation, as result of little potential cross border travelling now. Groningen has introduced the successful step-by-step approach for development of the high speed rail connection in the North.</p>
Day 2 Circular Economy	<p>Province South-Holland - Circular Economy in South Holland: dream is to create space for the circular economy by breaking down the linear economy. And thereby to create no waste and to use technologies and flows, by exploring innovations in field labs. It's hard to beat the dominant system. Idealistic driven, not content driven, could work for increasing pressure on challenges, such as pollution. The province is a strategic partner and cooperate with players, like cities and the region, to prepare for what comes next by system change and what new systems look like for key-issues, like the change of the logistic environment.</p> <p>Province Groningen – Hydrogen: Wunderline (realization in 2024) will be developed for estimated 1.900 passenger. The idea is to encourage more passengers by train. Hydrogen trains of Wunderline is a pilot for innovation, which will introduce new type of noise reduction. The North can turn into hydrogen valley. Electrification would be too expensive. Wunderline is good basis for cross border cooperation of Germany and the Netherlands.</p>
SURE Eurodelta	<p>Topical issues - Province South Holland: transport corridors, mobility</p> <p>Benefit - Province South Holland: EU scale, corridor- and network thinking with ESPON research, knowledge exchange on projects, new common projects, putting topical issues on the European and national agendas</p>

3. Visuals on the SURE Eurodelta Conference The Hague

Day 1



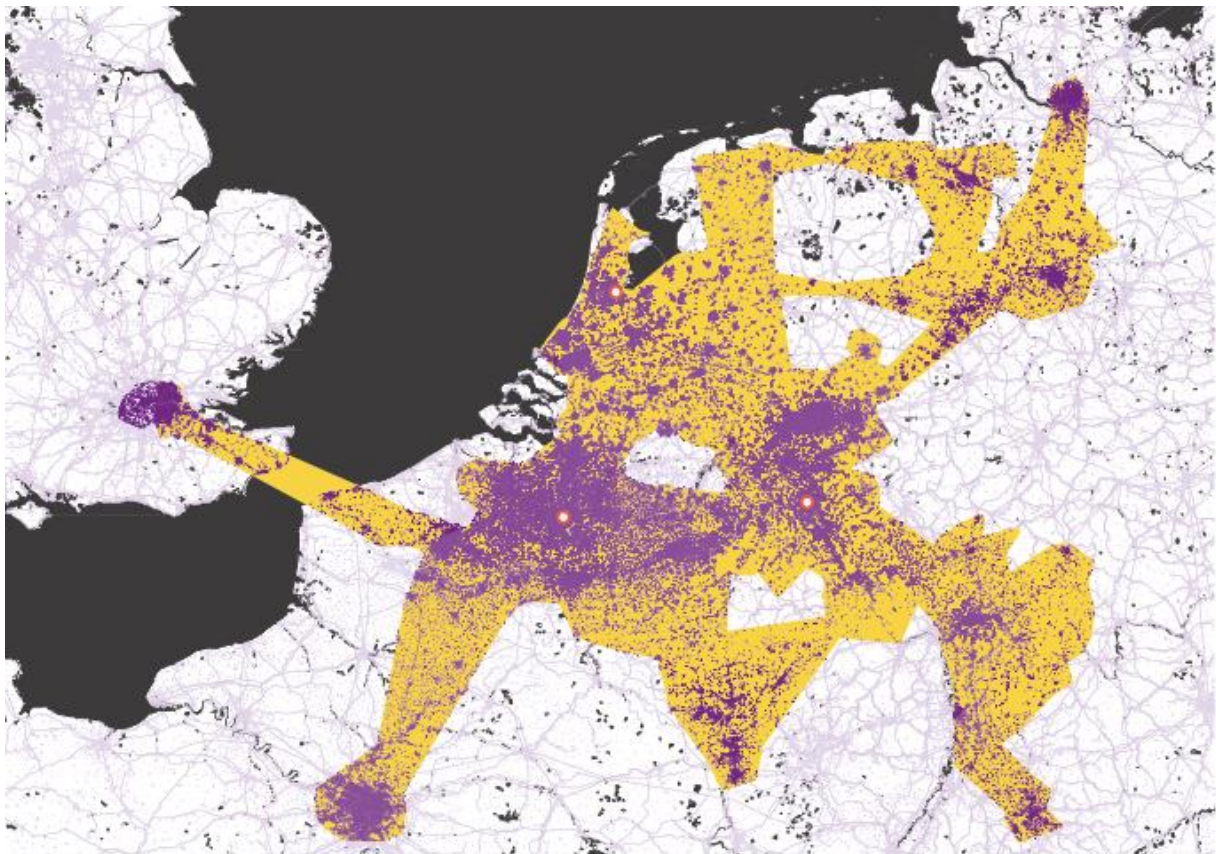
Day 2

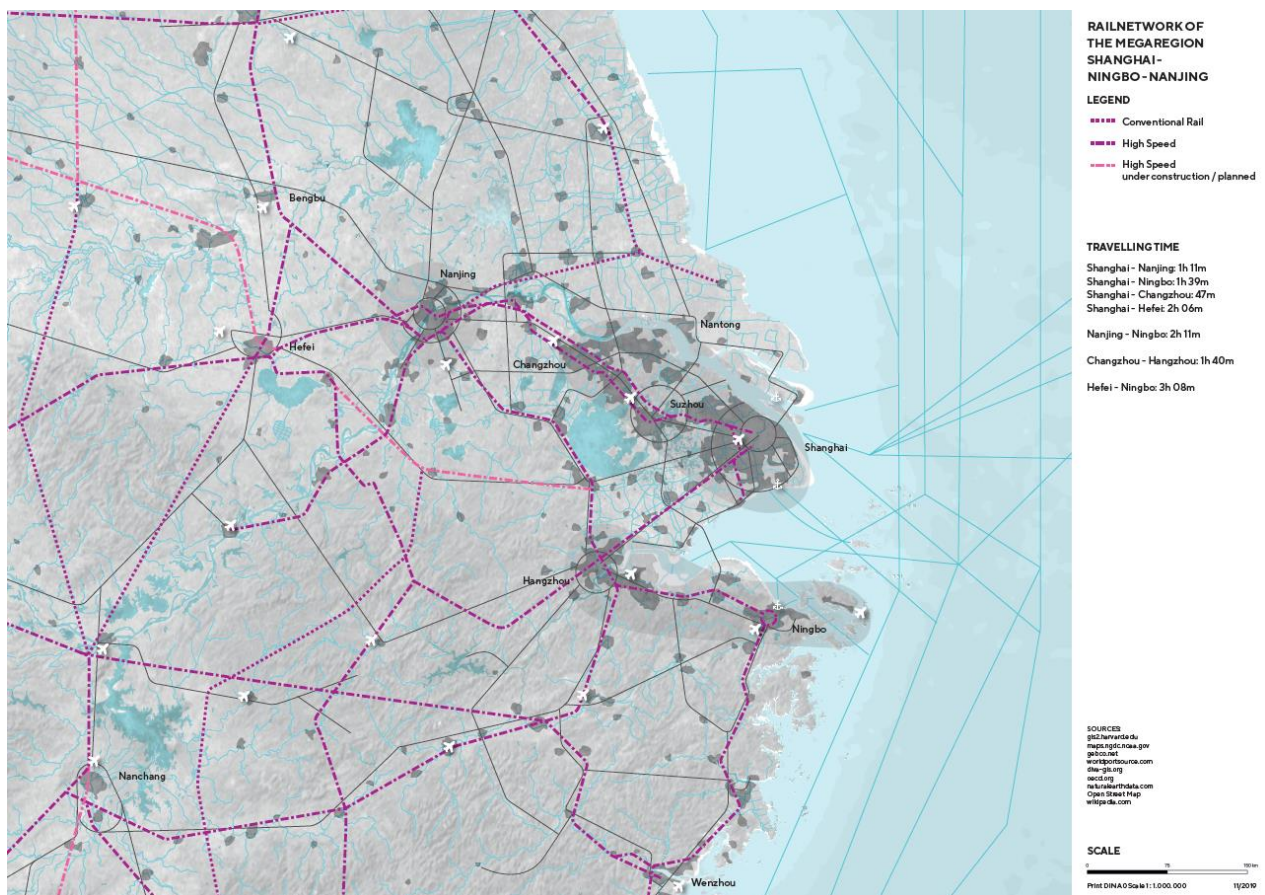
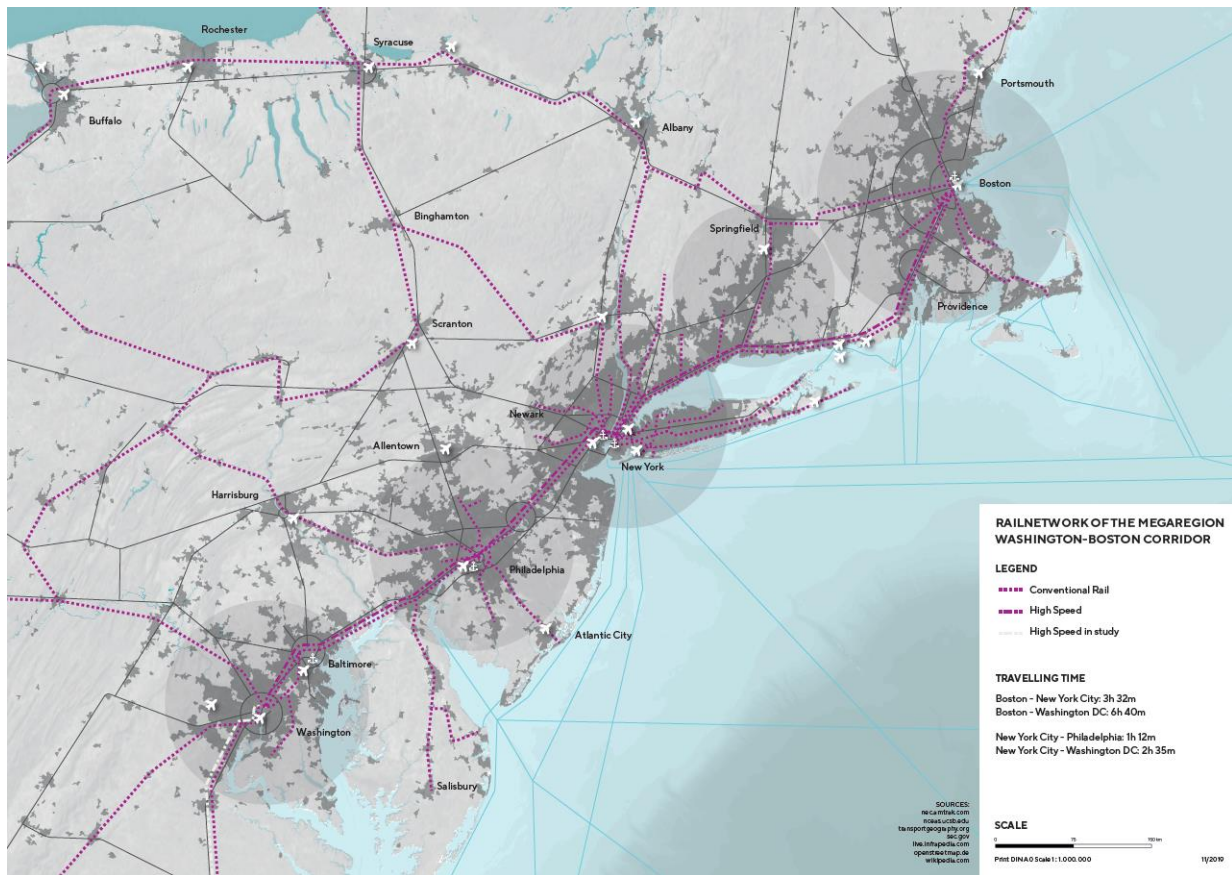


4. Earlier sessions and lessons from other SURE Eurodelta Conferences

Event, place, dates	Activities and output
Event: SURE Conference Place: The Hague Date: 28 – 29 November 2019	Activity: Special third SURE Conference on theme 1 mobility, in particular international rail network and theme 2 sustainability, in particular circular economy Output: Collective meeting for SURE network, research assignment 'Redesigning the Eurodelta – (...) by rethinking aviation and improving rail connections', ESPON research on sustainable transport infrastructure (STISE) in phase to tender
Event: Week of the Regions Place: Brussels Date: 7 – 10 October 2019	Activity: Participation workshops Week of the Region, strengthening SURE network by spreading the word about the SURE Eurodelta network with flyer Output: Network contacts, such as the new link with Antwerp, flyer of the SURE Eurodelta, research proposal for the Association Deltametropolis on shift from air to rail
Event: METREX Conference Place: Stuttgart, Germany Date: 11 – 13 September 2019	Activity: Special third SURE Expert Group session on themes landscape and infrastructure, participation METREX on theme infrastructure Output: Collective meeting for SURE network, benchmark of 3 map for BosWash, SURE, Shanghai regions, key-issues of SURE Expert Group, draft of narrative on the SURE Eurodelta region, update ESPON research
Event: METREX Conference Place: Birmingham, United Kingdom Date: 15 – 17 May 2019	Activity: Special second SURE Expert Group session on theme inclusive economic growth, participation METREX on theme inclusive economic growth Output: Collective meeting for SURE network, presentation of practices from metropolitan regions on the conference theme, ESPON research on sustainable transport infrastructure (STISE) in phase to proposal, online Eurodelta folder
Event: SURE Session Place: Cologne, Germany Date: 1 February 2019	Activity: Special first visit and session with new SURE Eurodelta network Output: Collective meeting for SURE network, discussion paper of the Eurodelta-metropolitan system, proposal for narrative on the SURE Eurodelta region
Event: Week of the Region Place: Brussels, Belgium Date: October 2018	Activity: Participation workshops Week of the Region, early stage of the Eurodelta metropolitan system Output: Network contacts, such as the new link between The Hague and Metropolregion Rheinland
Event: METREX Conference Place: San Sebastian, Spain Date: June 2018	Activity: Participation METREX, early stage of the Eurodelta metropolitan system- Output: Network contacts, such as the new link between The Hague and Metropolregion Rheinland

Presented maps on Day 1





METREX Spring Conference 2020

31 March - 3 April 2020

We are very excited to announce that the Área Metropolitana de Lisboa (AML) will host the METREX Spring 2020 Conference, which will commence on Tuesday 31st March 2020 and link with the Urban Future Global Conference.

On that day the AML will introduce their work on Mobility and Climate Change Adaptations, on which the AML has made great progress. We will also discuss the role that the AML has taken in developing policies to address these two key areas, but also what role it will take in delivering results. We will bring in other metropolitan regions to present their approaches and then reflect.

Urban Future Global Conference 2020

The conference will coincide with the Urban Future Global Conference 2020 (UFGC2020) that formally starts on 1 April. The themes of that conference will be Mobility, Water, Districts and Leadership.

To tie in with the UFGC2020, METREX aims to organise sessions on Districts (discussing ways to anticipate possible developments and how to engage people) and Leadership (the future role of authorities and exemplar new initiatives). We will also organise a session on Urban-Rural, which will link to the Urban-Rural Partnership conference in Leipzig November 2020.

The outline of the UFGC2020 will be announced at the end of November. METREX members will have free access to all UFGC2020 sessions and are encouraged to put forward proposals for sessions!

METREX Conference programme overview

31 March: METREX Conference – Lisbon Day

1 April: METREX at the UFGC2020

2 April: METREX Expert / Network Groups + UFGC2020

3 April: UFGC2020

We will issue further details regarding this conference and booking details very soon.

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