



Urban management in networking Europe

La gestion urbaine dans une Europe en réseau

Bled (Slovenia), 17-18 November 2005
Bled (Slovénie), 17-18 novembre 2005

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Statements in their original language as presented at the Seminar. The opinions expressed in this work are the responsibility of the authors and do not necessarily reflect the official policy of the Council of Europe.

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Opening of the seminar/ Ouverture du séminaire

Metka ČERNELČ

General Director, Spatial Planning Directorate, Ministry of the Environment and Spatial Planning, Slovenia

[Mrs Metka ČERNELČ, General Director of the Spatial Planning Directorate of the Ministry of the Environment and Spatial Planning of Slovenia, welcomed the participants to the Seminar and expressed the wish for a great success for the Seminar.]

Maria-José FESTAS

Chair of the Committee of Senior Officials (CSO) of the European Conference of Ministers responsible for Spatial/Regional Planning (CEMAT)

Mrs Maria-José FESTAS welcomed the participants to the Seminar. She explained that the Seminar will contribute to the preparation of the 14th Session of the European Conference of Ministers responsible for Spatial Planning (CEMAT) to be held in Lisbon, Portugal, on 26-27 October 2006 on the theme: “Networks for Sustainable Spatial Development of the European Continent - Building bridges across Europe”, and expressed the wish for a great success for the Seminar.

Virna BUSSADORI

Vice-president of the ECTP (European Council of Spatial Planners)

Ladies and gentlemen, Delegates of the CEMAT and of the European Council of Spatial Planners,

As you have noticed from the programme, the President of the European Council of Spatial Planners, Mr Jan Vogelij, should have now addressed a few words to welcome you here. Unfortunately, due to appointments he scheduled long before the date of this Seminar was fixed, he cannot be here now with us, so he asked me to welcome you all, on his behalf, and that's what vice-presidents have to do!

Mr Vogelij should anyhow reach Bled tonight and join the second part of the Seminar tomorrow.

The European Council of Spatial Planners is extremely pleased to be here today and to have had the opportunity to organise this Seminar in close co-operation with the CEMAT and the Republic of Slovenia, which I would like to thank very much.

I also would like to address a special thank to the Committee of Senior Officials of the CEMAT for having recently accepted the status of observer for the European Council of Spatial Planners.

We are surely all pleased to be here – not only because of the wonderful venue and location – but because we are all eager to plunge our heads into the topics of the Seminar and to share together knowledge and experiences. But before doing that, let me give to those of you that do not still know very well what the European Council of Spatial Planners is, a short overview on our Council and on our activities.

Founded in 1985, the European Council of Spatial Planners is an organisation bringing together 25 national associations and institutes of planners of 22 European countries as represented in the CoE; we are by now representing about 30000 planners from Iceland to Turkey but we are aiming at representing all the planners of Europe.

The main goals of the ECTP are to:

- promote Spatial Planning in Europe: that means promoting the understanding of spatial planning as a matter of public interest vested in the quality of the urban and territorial development and as a matter of primary concern to the future of Europe;
- promoting the Planning Practice and supporting the Planner's role as expert in matters relating to the spatial development and the territorial cohesiveness as outlined in the European Spatial Development Perspective and as stated in Article 3 of the European Constitution;

- enhance the position of the planners in Europe: by providing the definition of professional responsibilities, encouraging and promoting the exchange of experience, professional practice and knowledge among practitioners in European countries, identifying and evaluating trends, and expressing a Vision for the future of European cities and regions;
- contributing to the best education for planners: supporting and promoting the best standards of education, encouraging continuous professional training and proposing educational exchanges between European countries so to ensure the highest levels of skill and competence within the profession;
- supporting the planners of Europe: bringing them together without prejudice to their different cultural identities; promoting and developing co-operation between the organisations representing spatial planners in the Council of Europe countries.

The European Council of Spatial Planners is a means by which all planners of Europe come together in a big professional and cultural network.

The European Council of Spatial Planners was already co-operating with the Council of Europe as we were asked two years ago to collaborate with the Congress of Local and Regional Authorities of the Council of Europe in the revision of the Urban Charter.

In the same period also the European Council of Spatial Planners updated its own Charter and in 2003 it produced a very important document, the “New Charter of Athens”, which illustrates the Vision of the ECTP for the cities of the new millennium. This Vision is meant to help planners but also administrators, stakeholders and politicians to steer their decisions and their actions for planning and managing what we imagine to be the cities of the 21st century and that is the so called “connected city”. This Vision is more than a framework of principles; it has the quality of an inspirational, motivating force, supported by a way of “seeing”; it offers a direction and creates ideas about how future opportunities may be grasped and threads avoided.

We will have later on in the programme a session dedicated to the visions; still the concept of “connected city” will definitely permeate the whole Seminar. The ECTP vision presenting the “connected city” aims at striving for cities that are connected both physically and virtually, but also functionally and economically to each other in various networks that help them achieve a more balanced and sustainable development and strive towards the goals set in the Lisbon and Gothenburg strategies for more cohesion.

The need for networking and the importance of networking is thus not only a necessity among planners but also between cities, regions and the various territories of Europe at all scales.

The Vision of the connected cities matches moreover very closely with the Ljubljana Declaration putting the sustainable development of cities in the core of its proposals.

So, I conclude here, being sure that we will all enjoy to stay in Bled but especially that we will make to most out of this occasion to focus on the importance of networking for achieving a more balanced and sustainable development in Europe.

Keith WITHMORE

*Chair of the Committee on Sustainable Development of the Council of Europe,
Congress of Regional and Local Authorities of the Council of Europe*

Dear Chair, Dear Colleagues, Ladies and Gentlemen,

It is a pleasure and a privilege to address you this morning as the representative of the Congress of Local and Regional Authorities of the Council of Europe. In my capacity as Chair of the Committee on Sustainable Development, I would like to stress the long lasting relationship and excellent co-operation between the Congress and the CEMAT.

Europe's sustainable spatial development is the result of an ongoing process of small steps in which municipalities and regions play an essential part.

Local authorities have always contributed a great deal to the development and prosperity of the continent. If all of us recognise that a strong and dynamic economy is needed for our continent, we will all agree that a stronger and prosperous economic growth alone will not let us build an inclusive society. The recent violent events in urban areas in France and also in other member States urge us to act with a balanced and integrated approach which will take into account the economic, social, environmental and cultural factors as being complementary and of equal importance for sustainable development.

We can no longer tolerate parts of our cities becoming no-go areas and areas of social exclusion. A determined policy to integrate all members of the community is the only way of responding to these challenges. The cities and towns have a major role to play in this regard in creating livable and sustainable communities, in guarantying the access for all to education and knowledge, to jobs and in designing an attractive urban environment where the citizens desire to live and work and where business can prosper.

This is the spirit in which the Congress, as one of the pillars of the Council of Europe, has been working. In this regard, the Congress is a major pan-European forum where local and regional elected representatives discuss common issues, express their views and make major contributions to national decision-making concerning the sustainable development of our continent. It is the elected voice of local and regional governments within an intergovernmental organisation, with direct access to government and ministerial authorities. In today's context, I would like to call for an increased co-operation of governments with local authorities in order to solve our common problems. In facing these challenges, it is our strong belief that urban policies are best tackled at a local level.

Furthermore, one of our main objectives in the work of the Congress is the protection and reinforcement of local democracy as enshrined in the European Charter of Local Self-Government. Democracy is fragile unless it is secured at its roots, in the villages and towns of Europe.

The Charter defines the principles behind local self-government, fiscal independence and the distribution of responsibility between the various levels of territorial administration. This belief in local autonomy, in subsidiarity and in participation is a theme which runs naturally through our work on urban policies and influences the spirit of the main instruments: the European Urban Charter to which I will refer later, the Convention of Foreigners in Public Life at Local Level as well as, more recently, the Charter on the participation of Young People in Local and Regional Life.

Another objective, reflected in the urban work of the Congress, is co-operation and networking, direct co-operation on best practices between municipalities and regions in our member countries. Today this is a political reality, a fact of life in Europe and many cities have developed a considerable network of international relations and exchanges of experiences.

The work of the Congress on urban policies has a fourth dimension I would like to mention here, that of human rights. The protection of human rights, the respect of law and the emphasis on human dignity and values are the privileged domain of the Council of Europe and its component parts. Therefore, the work on urban policies has concentrated upon policies that give the town a human dimension, anchored in human rights in the development of urban environment.

Such are the principal elements in our way of working: a local focus, a democratic commitment, a willingness to co-operate and an emphasis on the human dimension of urban development.

The work is therefore concerned with the improvement of life in our cities in many areas: social cohesion, participation and community development, good quality of architecture and environment, peaceful co-existence between minorities and ethnic groups, prevention of crime, partnerships, employment policies, regeneration of industrial areas, via social, cultural and environmental policies... with the necessary democratic control by local authorities of the quality and the price of public utilities and services.

In this respect, the European Urban Charter which is the result of many years of work of the Council of Europe, is a reference tool setting out a series of principles that provide local authorities with valuable assistance in meeting the challenges thrown up by urban society.

Adopted in 1992, the European Urban Charter was revised to take account of the rapid pace of political, social and economic change in Europe over the past decade and its

implications for the management of cities. The Congress' Standing Committee adopted a first revised version on 27 May 2004 and recently a Recommendation 181 (2005) on 9 November 2005, undertaking to complete this work with some improvements by bringing the European Urban Charter into line with all the Council of Europe legal instruments and by taking account of the Action Plan of the Third Summit of Heads of State and Government of the Council of Europe.

This work should be concluded in a few months, and the revised version will provide a vivid picture of present-day urban society. The principles it will set out will constitute a series of realistic, applicable and balanced guidelines for the future development of cities in Europe, for use by both local authorities and the public.

Let me just add a few more words on another aspect of our work which is the setting up of specific non-governmental organisations. Once they have reached their cruising speed, they become our natural partners in our work. Two examples illustrate the need for co-operation networks in specific areas: the European Forum for Urban Security arising from our work on crime prevention, and the European Forum on Local and Regional Disaster Management to be launched in a few months, arising from our work on the important issue of natural and industrial disasters.

Besides the European Urban Charter, I would like to mention a specific work on the management of Capital cities which began in early 2000 as well as a report on the future of Metropolitan Regions in Europe, tackling in particular the inter-relations and co-operation between the Metropolis and its surrounding Region to be prepared for the next Plenary session in May 2006.

Finally, I wish to stress that the key words for the success of our work are integrated approaches and good governance. Innovative strategies should be developed on the basis of an extensive knowledge and consultation of local authorities, non governmental organisations and citizens.

Ladies and Gentlemen, I have tried to illustrate the activities of the Congress within the theme of this Seminar. I hope this has been useful to you and that this Seminar will contribute to developing new ways of urban policy-making and managing urban areas as well as to disseminating best practices in this field.

Thank you very much for your attention.

Maguelonne DÉJEANT-PONS

Head of Spatial Planning and Landscape Division of the Council of Europe

Je suis particulièrement heureuse d'être ici à Bled, en Slovénie, pour la tenue de ce Séminaire international de la CEMAT sur «La gestion des villes dans une Europe en réseau».

En tant que représentante du Secrétariat Général du Conseil de l'Europe, je tiens à remercier tout particulièrement le Ministère de l'Environnement et de l'Aménagement du territoire de la Slovénie pour son apport majeur et visionnaire aux politiques européennes en matière d'aménagement du territoire.

Je vous remercie bien vivement, Madame la Directrice Générale de l'Aménagement du territoire, de votre accueil et votre hospitalité, et je remercie également Mme Margarita Jančič, représentante de la Slovénie auprès du Comité des hauts fonctionnaires de la CEMAT et ancienne Présidente très appréciée de ce Comité pour le rôle essentiel qu'elle a joué dans la tenue de la 13^e Session de la Conférence ministérielle de l'aménagement du territoire qui s'est tenue en 2003 à Ljubljana, et dans la préparation de ce Séminaire.

Mes remerciements vont aussi à l'Association européenne des urbanistes pour leur coopération avec le Conseil de l'Europe dans les travaux menés en matière de paysage et à présent en matière d'aménagement du territoire. Ainsi que cela a été mentionné, l'Association européenne des urbanistes a acquis un statut d'observateur auprès du Comité des hauts fonctionnaires de la CEMAT lors de sa dernière réunion qui s'est tenue à Moscou, et nous nous réjouissons de cette grande opportunité qui s'offre à nous de pouvoir cheminer dans la même direction.

«La gestion des villes dans une Europe en réseau». Près de 74% de la population européenne est urbaine. La gestion des villes représente donc un défi majeur des années à venir.

S'il est certes indispensable de continuer à veiller à «équilibrer» le territoire, considéré dans ses relations villes-campagnes, il convient de se pencher avec attention sur le sort de nos villes, considérées comme cadre de vie des populations, considérées comme entités vivantes, dynamiques et évolutives.

L'«Europe en réseau» concerne, au sens du Conseil de l'Europe, les 46 Etats membres de l'Organisation, de la Fédération de Russie au Portugal et de l'Islande à la Turquie. Il s'agit de nouer entre tous ces Etats des liens, des échanges d'expériences et de bonnes pratiques. Favoriser des réseaux de coopération, des jumelages, la mise en place de programmes, d'action, et de projets, tel est le but que nous poursuivons.

Le Conseil de l'Europe attache en ce sens une attention particulière à l'intégration de la dimension paysagère, de la dimension culturelle et naturelle dans le développement territorial. La mise en réseau ne signifie pas l'homogénéisation: chaque ville, chaque pièce de la mosaïque est et doit demeurer unique et il est important de veiller au respect de cette diversité.

Le 30 janvier 2002, le Comité des Ministres du Conseil de l'Europe a adopté la Recommandation Rec. (2002) 1 adressée aux Etats membres de l'Organisme sur les Principes directeurs pour le développement territorial durable du continent européen, précédemment adopté par la CEMAT (PDDTDCE-CEMAT).

Les Principes directeurs tentent de mettre en valeur la dimension territoriale des droits de l'homme et de la démocratie. Une section spécifique est consacrée aux zones urbaines et une autre à la promotion des impulsions de développement engendrées par les fonctions urbaines et d'amélioration des relations ville-campagne. Les Principes directeurs proposent ainsi des mesures visant un développement durable dans les villes et dans les zones urbaines. Celles-ci incluent:

- le développement de stratégies adaptées au contexte local visant à maîtriser les conséquences des restructurations économiques;
- le suivi de l'expansion spatiale des villes: limitation des tendances à la suburbanisation par le biais de: l'affectation de terrains à bâtir dans les villes, l'activation des parcelles interstitielles en vue de la construction, le développement de techniques de construction économes en terrains, l'aménagement de terrains à construire à proximité des nœuds de trafic et des gares, la politique de développement des quartiers centraux des villes, l'amélioration de la qualité de vie dans les zones urbaines, y compris par la conservation et par la création de nouveaux espaces verts et écosystèmes;
- la régénération de zones urbaines défavorisées et la mixité des fonctions et des groupes sociaux au sein de la structure urbaine, en particulier dans les grandes villes où des zones d'exclusion sociale sont en voie d'émergence;
- la gestion prudente de l'écosystème urbain, en particulier en ce qui concerne les espaces verts et ouverts, l'eau, l'énergie, les déchets et le bruit;
- le développement de moyens de transport qui soient à la fois efficaces et respectueux de l'environnement, conçus pour contribuer à une mobilité durable;
- l'établissement d'organes de planification intercommunaux pour la coordination de l'aménagement entre les différentes villes et municipalités;
- la conservation et la valorisation du patrimoine culturel; et enfin,
- le développement de réseaux de villes.

La Déclaration de Ljubljana sur la dimension territoriale du développement durable adoptée le 17 septembre 2003 par les ministres responsables de l'aménagement du

territoire considère par ailleurs que pour traiter de manière appropriée des grands enjeux du développement territorial durable, il faut améliorer les politiques pertinentes en vue de soutenir le développement polycentrique équilibré du continent européen et la formation de régions urbaines fonctionnelles, y compris de réseaux de petites villes et de villes moyennes et de localités rurales.

La Convention européenne du paysage (Florence, 20 octobre 2000) souligne aussi l'importance du paysage, dans les milieux urbains, pour la qualité de vie des populations.

Favoriser le développement de villes où il fait bon vivre, tel est finalement l'objectif à atteindre. Organisation des droits de l'homme et de la démocratie, le Conseil de l'Europe veille à cette prise en compte.

First session/Première session
Polycentrism – from global to local/
Polycetrisme – du global au local

Session Chairs/
Présidents de session

Armand MONNEY
Representative of Switzerland
to the Committee of Senior Officials of the CEMAT

Vesna KARAČIĆ
Representative of Bosnia and Herzegovina
to the Committee of Senior Officials of the CEMAT

Luc-Emile BOUCHE-FLORIN
Vice-Chair of the European Council of Town Planners

Le Conseil européen des urbanistes et la Nouvelle Charte d'Athènes

Luc-Emile BOUCHE-FLORIN

Représentant du Conseil européen des urbanistes

1. Le Conseil européen des urbanistes (CEU)

Ainsi que Madame Virna Bussadori, Vice-Présidente et trésorière du Conseil européen des urbanistes ou *European Council of Spacial Planners* (CEU/ECTP)¹, a pu vous l'exprimer, le CEU a pour vocation de rassembler les organisations nationales des professionnels urbanistes des 25 pays membres de l'Union européenne, auxquels s'ajoutent les pays membres du Conseil de l'Europe. C'est ainsi que le CEU, au travers de ses organisations membres, regroupe plus de 30000 urbanistes répartis dans toute l'Europe.

Parmi les travaux du CEU, une réflexion centrale porte sur la place du professionnel urbaniste dans les processus d'élaboration des politiques du Territoire.

2. L'urbaniste, un professionnel au service de l'intérêt général

La profession d'urbaniste est encore trop souvent méconnue et trop peu reconnue. L'urbanisme et l'aménagement du territoire sont fondamentalement un travail d'équipe transdisciplinaire, qui concerne différents professionnels et acteurs dans un processus complexe. Le rôle de l'urbaniste, conseiller stratégique et médiateur, consiste à coordonner et à gérer les politiques d'aménagement spatial. Son intervention relève donc clairement de l'intérêt général.

Le rôle de l'urbaniste évolue avec le développement de la société, de ses lois et des politiques d'aménagement des territoires. Celui-ci varie selon le cadre politique ou social spécifique à chaque pays et a pour vocation de définir des synergies dans le cadre de l'Union européenne et plus largement de l'Europe géographique en incluant ses zones naturelles d'échange proche telle que le bassin méditerranéen et le Moyen-Orient.

Ce qui distingue les urbanistes des autres professionnels de l'aménagement est le fait qu'ils se concentrent sur les intérêts de chaque société dans leur globalité. Leur vocation première consiste à servir l'intérêt général avec comme objectif principal la durabilité du développement spatial.

1. <http://www.ceu-ectp.org>

Les urbanistes analysent, établissent des bilans-diagnostic, élaborent des propositions, améliorent et dirigent des stratégies et des politiques de développement en accord avec les décideurs politiques. Ce champ d'intervention se situe à toutes les échelles et à tous les niveaux. Les solutions proposées et mises en place vont de la conception des espaces publics de proximité à l'aide à la décision des grandes politiques d'aménagement du territoire transfrontalier et européen: l'Europe en réseau de demain.

C'est dans ce cadre que l'urbaniste se doit à une indépendance d'opinion, de pensée et d'actions dictée par la recherche de l'intérêt général. C'est cette indépendance au service des « citoyens » et pas seulement des consommateurs qui justifie largement que la profession soit protégée et régulée. C'est la base du credo que les urbanistes européens ont décidé de formuler au travers de la publication de leur vision sur les villes et territoires du XXI^e siècle: la nouvelle Charte d'Athènes.

3. La Charte d'Athènes: une vision du futur, des défis et des engagements²

La Charte du CEU, par contraste avec la Charte d'Athènes d'origine, publiée par un groupe d'intellectuels emmenés par Le Corbusier en 1933 et très fonctionnaliste, se focalise prioritairement sur les habitants, utilisateurs de l'espace urbain dont les besoins évoluent dans un monde en mutation constante.

Elle propose une vision de ville et de territoire dont les cohérences pourront être atteintes grâce à une action concertée de l'aménagement, dont les urbanistes, en collaboration avec les autres professionnels concernés, sont les initiateurs. Elle propose également de nouveaux systèmes de gouvernance et des pistes pour permettre et favoriser l'engagement des citoyens dans les processus de prise de décisions, utilisant les bénéfices des nouvelles formes de communication et de technologies de l'information.

Le CEU est convaincu qu'au cours du XXI^e siècle, l'Europe progressera vers l'intégration. Dans cette perspective, le CEU présente une vision partagée et largement collective du futur des villes et des territoires européens, comme fondement de la Nouvelle Charte d'Athènes 2003.

Cette Nouvelle Charte s'adresse non seulement aux urbanistes professionnels qui travaillent en Europe élargie, mais encore à tous ceux qui s'intéressent à leur travail, afin de les orienter dans leurs actions pour configurer les villes et territoires d'Europe. Les préoccupations de la Charte d'Athènes rejoignent pleinement les préoccupations

2. La Nouvelle Charte d'Athènes, publiée pour la première fois en 1998, lors de la Conférence internationale d'Athènes, est révisée tous les cinq ans, afin de prendre en compte l'évolution de l'Europe vers plus d'intégration. La dernière actualisation a été publiée à Lisbonne en 2003.

inscrites dans la Charte européenne de l'aménagement du territoire et la Déclaration de Ljubljana sur le développement territorial durable du continent européen, initiatives du CEMAT au sein du Conseil de l'Europe.

Cette vision ambitieuse inscrite dans la Charte d'Athènes s'articule en trois temps: la vision du futur, des questions et des défis et les engagements des urbanistes.

La vision du futur: il s'agit de promouvoir un réseau de villes européennes qui:

- conserveront la richesse culturelle et la diversité, qui résultent de leur longue histoire;
- deviendront étroitement reliées entre elles par la multiplicité des réseaux de fonctions, de services et de relations humaines;
- resteront créatives et compétitives, mais rechercheront en même temps, la complémentarité, la coopération et la solidarité nécessaires à la cohésion sociale.

Les urbanistes européens soutiennent la vision d'une ville qui développe:

- des cohérences sociales, tout d'abord: équilibres multiculturels, diversité des choix professionnels, des relations intergénérationnelles, d'identités sociales, de flux et de mobilité, d'équipements et de services;
- des cohérences économiques: équilibre entre mondialisation et régionalisation, développement des réseaux de villes, diversité économique;
- des cohérences environnementales ensuite: utilisation mesurée et responsable des ressources disponibles, parfois non renouvelables, telles que le sol, l'air ou l'eau; la notion de salubrité; la reconnaissance d'un patrimoine culturel et naturel, préservé et géré avec discernement; le développement d'énergies renouvelables;
- des cohérences dans la gestion et la production des rapports à l'espace: respect de l'esprit du lieu et de la culture identitaire. L'art urbain et la composition urbaine sont des éléments essentiels de l'identité urbaine et de l'évolution des villes et des territoires;
- la prise en compte de la durabilité culturelle, même si elle peut être considérée comme transversale aux trois approches précédentes, devrait être plus spécifiquement énoncée telle qu'elle ressort dans les déclarations des Nations Unies de Johannesburg de 2002, et du Conseil de l'Europe de Ljubljana de 2003.

Ces recherches de cohérences impliquent des questions et des défis

Les tendances à long terme doivent être considérées avec beaucoup d'attention en raison de leurs effets potentiels sur le développement d'une ville ou d'un territoire. L'Histoire a démontré que le futur est largement déterminé par le passé, les tendances telles qu'elles apparaissent doivent être regardées d'un œil prospectif et critique. Cependant, il faut accepter que les effets des tendances constatées ne puissent parfois

pas être anticipées parce que des développements imprévus peuvent aussi avoir agi sur les situations. Les événements récents, notamment les catastrophes naturelles, sont là pour le prouver.

Face à ces défis, le CEU affirme les engagements des urbanistes

Pour chacune des mises en cohérence abordées précédemment, les urbanistes du Conseil européen examinent les tendances constatées, les problèmes induits, les défis à relever pour les villes et territoires de l'Europe du futur.

Le rôle de l'urbaniste est aujourd'hui plus exigeant que jamais: il demande des capacités accrues, non seulement en matière de composition urbaine, mais aussi d'analyse et de synthèse, une réelle capacité de conseils stratégiques et de médiation, de gestion et d'administration de l'aménagement urbain.

Ces capacités sont à développer à toutes les étapes du processus de planification spatiale quelle qu'en soit l'échelle de réflexion. Le rôle de l'urbaniste exige un niveau de formation suffisant et diversifié qui permette une approche humaniste et scientifique de son action dans un souci permanent de recherche du consensus social et du respect des différences. Il aide à la prise de décisions politiques qui doit permettre la mise en œuvre, la gestion, le suivi et la révision éventuelle des plans et des programmes.

L'aménagement stratégique des villes et des territoires dans le cadre du développement durable doit être compris comme l'organisation attentive de l'espace commun. Il implique un professionnalisme des acteurs urbanistes qui doivent être capables de considérer simultanément une variété de questions et d'envisager leur impact futur sur l'espace et sur les sociétés qui s'y développent.

Le CEU est conscient de la variété des démarches européennes mais également de l'universalité de la démarche d'un urbaniste qui doit être le premier conscient de la diversité de nos cultures.

C'est dans cet esprit que le Conseil européen des urbanistes est heureux et fier de pouvoir jouer un rôle actif en qualité de membre observateur du CEMAT. Il est frappant de constater à quel point la Déclaration de Ljubljana et la Nouvelle Charte d'Athènes présentent des similitudes d'approches de nature à permettre un enrichissement mutuel au service du citoyen européen.

The role of cities in polycentrism for sustainable and balanced development

Rob KRAGT

Ministry of Housing, Spatial Planning and the Environment, The Netherlands

Dear participants,

It is a pleasure for me to be here and an honour to give the opening speech.

I accepted the invitation to give this presentation as I felt confident I can give some information and observations for a discussion on polycentrism/sustainability/role of cities and can also tell something about the Dutch proposals on urbanisation that should fit into the policy goals on polycentrism and sustainability as an example and a model for the sake of our discussion.

The content of my presentation will be:

- the concept of polycentrism, what is it?
- polycentrism, what is it good for?
- the role of cities: different cities, different roles?
- the example of the Netherlands;
- some words on the sustainability aspect.

1. Polycentrism: from global to local

The concept of polycentrism, what is it?

When one does not know very much yet about some topics, internet offers the helping hand. So I typed “polycentrism” and my first hit was an article by a person with the name George F. Kennan with the title: “Polycentrism and Western Policy”. A promising title, but when I started reading my first reaction was that this was not what I was looking for.

The article dates from 1964 and Mr Kennan was a career officer in the U.S Foreign Service and Ambassador of the US to the Soviet Union.

Polycentrism in his world meant different politics and different blocs of power and has nothing to do with the world of European spatial Development Perspective’s (ESDP), planning concepts, development models or whatsoever we planners live in.

My second reaction however was that there still might be something in it for the discussions we at the moment have in our planning world. For polycentrism obviously

meant competition and division of powers in the minds of the politicians of the mid sixties and – for the sake of our discussion – my question could be in how far that is true when we talk about polycentrism and where we see polycentrism as a tool for co-operation and a contribution to Territorial cohesion.

Therefore to know what at the moment in the planning scene is meant with polycentrism I had to turn to new and other sources.

The concept of polycentrism of course got an enormous boost with the policy options of the ESDP.

In section 3, the policy aims and options for the territory of the EU under 3.1 (Spatial orientations of Policies) the first spatial development guideline is: (I cite)

development of a polycentric and balanced urban system and strengthening of the partnership between urban and rural areas.

For the authors of the ESDP a polycentric development of the EU (and possibly also within the Member States) was the favoured orientation for development and the expectation was it would contribute to a more sustainable development of the EU.

This is however history and since the adoption of the ESDP in Potsdam in 1999 more and more practitioners and scientists have developed their interpretation of the content and the application of the concept.

There have been a number of Seminars/meetings on the topic of polycentrism; most recently in La Rochelle. I did not attend that meeting but went through the abstracts and articles.

It will not surprise you when I say that there are quite various interpretations and expectations. It is an impossible task to summarise in a few minutes the wealth of interpretations and expectations and I am hardly capable of drawing one or two overall conclusions. Rather I would like to select a few (and this is certainly personal and very arbitrary) observations that might be input for discussion (and thereby partly repeating questions others already have formulated):

I selected three contributions I would like to summarise here:

Wil Zonnveld and Bas Waterhout (Dutch colleagues) basing themselves on the Dutch example I will touch on later, observe:

Currently the dominant discourse within the European Union is to become the most competitive knowledge based economy in the world by 2010. Although its feasibility may be questioned, this objective, known as the Lisbon strategy, worries the minds of territorial planners in a sense that they have started asking how the territorial dimension could contribute to this strategy. (N.B. discussions by EU-ministers in Rotterdam and Luxembourg). At the same time, however, the EU territory remains highly unbalanced, which is why cohesion objectives remain high on the political agenda. The seemingly

conflicting cohesion and competitiveness objectives also figured in the ESDP process and were in the ESDP bridged by the concept of polycentric development.

In the meantime more knowledge has been gained about the concept of polycentricity among others by studying polycentric policies in European countries. Between these countries the Netherlands take in an exceptional position because it (polycentricity goal) exclusively focuses on becoming more and more competitive. Moreover, the goal of an even distribution of welfare is even officially abandoned, something which obviously is easier to do in a fairly polycentric country.

In contrast, other countries focus their polycentric policies on achieving better cohesion or on a combination of cohesion and competitive (Kennan!) objectives.

Vincent Nadin and Nathalie Dürr (University of the West of England) make the following statement:

Many key actors responsible for analysis and policy development in relevant sectors see polycentricity as an abstract, complex and ambiguous concept that has dubious value as a policy tool. Many are also not convinced of the desirability of pursuing polycentric territorial development or the potential for public policy to effectively affect spatial development patterns at the transnational or even national scale. Reasons for this include the higher priority afforded to cross-border co-operation with near neighbours, competition among cities and regions; the perceived abstract nature and urban bias of the concept. However there are a number of critical issues for polycentric development that should be taken up in future co-operation programmes, particularly the implications of climate change, demographic change, the Lisbon Strategy and the inclusion of rural 'mesher' in polycentric networks.

Most stimulating however for my own reflections on the theme was an article by Simin Davoudi (if I pronounce that correctly) with the title: "Polycentricity in European Spatial Planning; from an analytical tool to a normative agenda".

Her observations (that I can only repeat here as well (and I should really be grateful to her) as further input for the discussions in our Seminar now, are a.o.:

The notion of polycentricity is gaining widespread currency in both academic and professional debates. It has opened its way in the spatial policy documents of the EU and member states alike, and had become one of the key components of the integrated spatial development strategy promoted by the ESDP. Whilst polycentricity is increasingly shaping the spatial policy discourses both in the Commission and the Member States, the precise meaning of term has remained elusive. Despite its widespread currency, the concept is not supported by clear definition, a robust theoretical framework and rigorous empirical analysis. Hence, polycentricity means different things to different people.

For example, urban planners use the concept as a strategic spatial planning tool; economic and human geographers use it to explain the changing spatial structure of cities, the EU Commissioners and their counterparts in MS often promote the concept as a socio-economic goal aimed at achieving a balance regional development and civic leaders use the term for 'place-marketing', presenting the notion of polycentricity as synonymous with pluralism, multi-culturalism and dynamism.

Furthermore, polycentricity means different things when applied to different scales. With a few exceptions, the concept has traditionally been applied to the meso-level of urban agglomeration, focusing on intra-urban patterns of clustering of people and economic

activity. More recently, the concept has also been used at the macro-level of inter-urban scale to denote the existence of multiple centres in one region. A third, mega-level of polycentricity has been added to the debate by the ESDP. This uses the concept at intra-European scale and promotes polycentricity as an alternative to the core-periphery conceptualisation of the European territory.

The resulting picture is one of complexity and confusion.

At the European scale the concept of polycentricity is used not to explain or analyse an existing or emerging phenomenon, but as a guiding principle for achieving two arguably conflicting goals of: on the one hand, making the EU's economy more competitive in the world market; and on the other hand, reshaping its map of regional growth and decline into a more socially and spatially cohesive form. Whilst this seems an attractive response to regional disparities in Europe it is not without 'weaknesses and pitfalls'.

Davoudi then presents as questions: is a balanced regional development achievable within the framework of current EU policies? If not, what can cities and regions do to remain or to become competitive? Do PUR's (polycentric urban regions) provide a better chance for cities in peripheral regions to become economically more competitive? If so, can policy intervention transform a number of neighboring cities into a genuine PUR.

And I would like to add for our discussion: does this or not contribute to a sustainable development? For: concentration (making the strong ones stronger) will make Europe (economically but also socially) more unbalanced. However, the scale at which you look at the development, influences the conclusions.

Polycentrism, what is it good for?

The second topic of my presentation is the question: polycentrism what is it good for? This question, in many ways was already – often implicitly – answered through the observations I have just presented.

Let me for the sake of time summarise that there is a strong belief that polycentrism has advantages in the fields of efficiency and sustainability, but that this is questioned by more and more researchers. As far as I am concerned this is an important input for our discussions. There is on this topic one aspect I would like to add. The psychological aspect.

A few days ago during a Seminar in Germany Prof. Peter Taylor of the Loughborough University presented the results of a ranking study. He and his team in the so-called GaWC study ranked cities after several activities. Almost everytime London (and Paris) ranked 1 or 2, but German cities performed very poor. Only Frankfurt (financials!) ranked 14th. But no other UK city could be found in the top 100 where a number of German cities in the end did. What I would like to stress is: individual ("smaller") cities rank lower than world metropolises (which in themselves are internally polycentric. Foreign investors looking at a ranking like this may avoid the cities that do not rank high (psychological effect). However a network of German cities might have had a much higher ranking and might solely from that point of view be of larger interest for investors (when contributing to the Lisbon goals for the EU).

The role of cities: different cities, different roles?

One of the driving forces behind polycentrism is the expectation that it is inefficient to give every (large) city every function/amenity but that specialisation and cooperation is for the benefit of all (given of course some geographical closeness and good connections between the cities).

This force is behind concepts like city networks, Metropolregionen (Germany), etc.

If the expectation is right this is an important development model for planners. And in this model the cities making up the network have different roles.

Can the question mark be skipped (that is another question mark).

The answer lies in answering the question: does polycentrism (and specialisation) have advantages or not. Once again there is no univocal answer to that question.

Judged on efficiency and sustainability the answer would be positive; judged on robustness of each city the answer might be negative. A city specialising in one or a limited number of activities is vulnerable when that activity is economically hit.

On behalf of the discussion I would like to pose the following thesis: if the development model is for networks instead of individual cities the government(s) and the cities composing the network must make sure that there will be solidarity. That means that if one of the cities because of division of activities is hit the others should combine make up for the losses.

2. The Dutch example

Here I show you the development of the Dutch urbanisation over the last 150 years. Cities have grown considerably and if you like you can already distinguish on the maps the development of networks. Networkbuilding (and attributing functions to each city in a network) has become an important concept and development strategy in the Netherlands and I would like to illustrate that on the basis of the NSS.

Urbanisation policy in the Netherlands: the NSS 2005

The National Spatial Strategy. The urbanisation policy is laid down in the National Spatial Strategy (which at this moment is in its “proposal” stage, but is expected to become policy by the end of this year).

The character of the NSS

This National Spatial Strategy itself is of an interesting other character than its predecessors in the Netherlands for the government delegates more of its powers/responsibilities to the lower administrative levels.

It integrates spatial policy with the policy of the sectors with the largest influence on the use of space and the government explicitly states that it has chosen to incorporate as much of the national policy as possible into one single strategy. A single National Spatial Strategy will help to reduce the overlap in the different policy fields and the number of separate policy documents, while offering more clarity and ensuring more coherence in the policy and its implementation.

In the introductory chapter the government presents this new approach and its philosophy of governance in a.o. the following way:

The National Spatial Strategy contains the government's views on the spatial development of the Netherlands and the most important objectives associated with that development. In accordance with the government's coalition agreement, the strategy represents the contribution of national spatial planning to a strong economy, a safe and livable society, and an attractive country. So (this means) an economic, a social and a territorial goal.

The main goal of national spatial policy is to create space for different functions on the limited area that we have available to us in the Netherlands. More specifically, the government focuses on four general objectives: strengthening the international competitive position of the Netherlands; strong cities and a vibrant, dynamic countryside; preserving and developing important national and international spatial values; ensuring public safety.

Urbanisation policy

The urbanisation policy in the NSS is laid down in a chapter with the revealing title (for it indicates the direction in which solutions are being sought) Networks and Cities.

In this chapter of the NSS the main goals of urbanisation policy are described and specific concepts like national urban networks, economic core areas, main ports, brain ports and green ports are presented.

Main goals of urbanisation

With its urbanisation policy the government wants to create sufficient space for living, working and mobility and related aspects like public facilities, green areas, recreation, sports and water.

The national government wants to concentrate urbanisation and infrastructure into national urban networks, economic core areas and major transport axes as much as possible.

National urban networks and economic core areas

The Netherlands are developing into a network society and a network economy. On the one hand, individualisation continues to advance; on the other hand, all those individuals are increasingly closely interconnected in numerous networks. This development also has major consequences for spatial planning.

There is more and more coherence between the various cities and urban areas. The government welcomes this development towards urban networks.

Partnerships between such networks expand the support base of public facilities and services and open up opportunities for optimal use of the scarce spaces.

To respond to this trend, the national government has designated six national urban networks. The development of these networks is a high priority. The same applies to 13 economic core areas, which are mostly located within the networks.

A national urban network is defined as an entity of larger and smaller cities including the open spaces in between. The cities and centers that comprise these networks complement and reinforce each others' strengths, so that they have more to offer together than they do as individual cities. It is explicitly not the intention that the national urban networks should create a new tier of government. The partnerships between the local and regional governments within the networks are completely voluntary, flexible and pragmatic. The national government expects the municipalities to draw up agreements on how they will shape the concentration policy, in consultation with the provinces and the urban regions.

Within each national urban network, the national government designates a number of areas where urbanisation will be concentrated.

Main ports, brain ports and green ports.

Next to a policy on urban networks the NSS also presents a policy for main ports, brain ports and green ports.

On the one hand this policy is part of the urban networks policy, partly it is a specially developed policy as another reaction to the global networking developments.

The Netherlands have two main ports, Amsterdam Schiphol airport and the port of Rotterdam. These cover not only the actual airport and port areas, but also the surrounding regions, as a setting for offices of major urban and international businesses. The economic importance and the pressures on space around both main ports require national coordination.

In the area of research and development, the Eindhoven/South east Brabant region is highly prominent both nationally and internationally. The location policy and the policy for creating city centers in the national urban networks support the development of this brain port and other knowledge and innovation clusters.

Besides the two main ports and the brain port, the Strategy distinguishes five green ports: concentrations of knowledge-intensive horticulture and agribusiness. From an international economic perspective, the national government considers it important to

preserve and strengthen the international importance of the horticultural function in these locations.

3. Some words on the sustainability aspect

This presentation is a contribution to the Seminar with the title “Networking for Sustainable Spatial Development of the European Continent”. One of the goals of this Seminar is:

to promote the implementation of the Guiding Principles for Sustainable Spatial Development and of the Ljubljana Declaration on the territorial dimension of sustainable development. It remains therefore to be judged in how far the National Spatial Strategy policy meets the goals of sustainability.

The government explicitly presented the National Spatial Strategy as the Dutch contribution to Lisbon (economy) and Gothenburg (sustainability) goals of the EU.

So let us see in how far this is met (and I have to make clear these are only first impressions from me without any analysis whatsoever, so see this only as another contribution to a possible discussion and not as proven facts).

Formulating policy options in an integrated way and with the goal to integrate several fields of policy (space, economy, mobility, agriculture/rural areas) the chances of implementing a more sustainable policy have grown considerably. Conflicts have to be settled at a very early stage and no longer obstruct desirable developments, or make them very costly and time-consuming when adapting at a later stage.

The concept of urban networks and the policy formulated for developing such networks also is a strong contribution to a network society and at the same time offers enough possibilities to implement the policy in a sustainable way. Such policy where networks share their common strong aspects and not every individual partner strives after having “everything” itself shows strong awareness of the necessity to act carefully with limited resources. The Dutch government therefore is very confident the “new” urbanisation policy is a contribution to a sustainable development of the Netherlands. Having said this I must refer to some critical comments I have made before; only once more indicating that it is impossible to give one univocal conclusion.

Final remarks: I hope I have made clear with my presentation that polycentrism is a tricky, difficult, sometimes abstract, sometimes concrete concept. I tried to give you some insight and I hope my observations trigger you for a discussion.

Polycentricity: European perspective

Peter MEHLBYE

EPSON Coordination Unit

1. Main types of territories and policy responses

The European territory consists of a continental land mass and a set of offshore islands and includes a number of structural elements that will be used to guide the analysis and assessment of ESPON findings and results including the following:

- The territory of the European Union has been enlarged in 2005, increasing its area by 34% and adding more than 74 million European citizens, which politically calls for a spatial integration of a new EU 25 space.
- The Union displays an obvious core-periphery pattern, which seen from a European perspective equals a rather monocentric situation. The concentration of activities and people the Pentagon (i.e. the area cornered London, Paris, Milano, München and Hamburg), sees this area producing around 46% of the GDP of the European Union, while hosting just below 32% of the EU's citizens on a little less than 14% of the European territory. European level policy orientations increasingly call for polycentrism and better territorial balance in order to support lagging regions as well as for greater efforts to better link the periphery to the core by improving the European transport infrastructure.
- The European Urban System is an important infrastructure and a historical legacy including a large number of cities and towns with important roles as 'engines' or 'assets' in territorial development. Each however has a different role depending on size, functionality and location. Policy orientations here include co-operation between cities in order to explore comparative advantages and synergies. In a European perspective this may include Global Integration Zones beyond the Pentagon (i.e. the co-operation of neighbouring metropolitan urban regions), as well as European Gateways providing links to the wider world.
- The historic division of space in rural and urban areas considers each to have an independent role in development. These categories need however to be increasingly understood as 'integrated territories' as the level of interrelations and exchange increases, while employment in the primary sector declines. In particular, many rural areas have endogenous potentials for development. This is in particular true where rural and urban territories become functionally more and more interdependent. In addition, medium and small cities in rural territories as well as partnerships with neighbouring urban areas are now seen as a way of increasing both development potentials and growth, and thus providing important motors for development.

- The patterns and shape of the European territory and the diversity of climate introduce specific territories for consideration which have a special geographical situation and/or face special challenges such as islands, mountains, coastal areas, etc. Regional and structural policies support such areas as an integrated part of development of regions.

2. Insight on the European urban system

These territorial patterns are reflected in the settlement structures, i.e. the distribution of population, buildings, and infrastructure in a territory. The location of smaller, medium-sized and larger cities is characterised by long-term stability and inertia, gradually influenced by investments, location decisions and migration tendencies. This is also related to the question of economic hotspots and the pattern of distribution of GDP per capita.

ESPON has made a contribution to the understanding of the European Urban System, and in particular to the role that different cities undertake in relation to European territorial development. As such, the classification of the European urban system into 1595 Functional Urban Areas (FUA) within the 29 countries has been an important step in understanding the inherent potentials within the European territory. The classification complies in each Member State with the national situation in defining travel to work areas. The analysis of these functional urban areas across Europe reveals however a considerable concentration in the core of Europe.

The most powerful functional urban areas measured by demographic mass, competitiveness, connectivity and knowledge base are considered as Metropolitan European Growth Areas (MEGA). These MEGAs are then further classified in accordance with their performance in respect of the above-mentioned criteria.

Many of the strongest MEGAs are located within the Pentagon. The MEGAs that can provide a similar level of functionality beyond this core area are Madrid, Barcelona, Roma, Wien, Berlin, København and Stockholm. A second category is comprised of MEGAs that are relatively large, competitive and often have a strong knowledge base, but tend to be weaker, either in terms of the number of inhabitants or accessibility. To this category belong Helsinki, Oslo, Düsseldorf, Genève, Wien, Köln, Manchester, Athinaï, Dublin and Göteborg.

A third category of MEGAs with lower competitiveness and accessibility levels is led by four of the strongest cities in the new EU Member States, namely, Praha, Warszawa, Budapest and Bratislava. The close proximity of some of these potential MEGAs (e.g. Edinburgh and Glasgow in Scotland) does however point to the existence of potential for co-operation and joint regional development.

Cities belonging to the fourth and weakest MEGAs category, scoring rather low on all four criteria, are exclusively located outside the Pentagon.

Relating the MEGAs to the growth of GDP *per capita* over the period 1995-2002 shows that many weaker MEGAs are located in regions with the highest growth rates. Examples here include Cork, Tallinn, Riga, Vilnius, Turku/Åbo and Sevilla, as well as most MEGAs found in Poland. Together with “potential” MEGAs, e.g. Budapest, Bratislava, Warszawa, Lisboa or Valencia, which are also placed in areas with high economic growth, the general picture shows a European territory with significant potential to develop MEGAs outside the Pentagon. This may be a crucial development contributing to policy orientations of a more polycentric European urban system with competitive economic growth areas located outside the core of Europe.

This picture of nodes or hotspots in terms of settlement patterns is however interesting only if the linkages between them can be illustrated. In particular, the proximity to transport nodes and the accessibility of information determines the endowment of places and regions that enables specific activities, including cooperation and competition, to occur between different regions. Looking at infrastructure network building, particularly in terms of road and rail transport, density levels are at their highest within the Pentagon. This core-periphery pattern becomes even more pronounced when considering road traffic levels.

The natural and cultural heritage is an additional territorial dimension that deserves attention in any discussion of territorial patterns. They constitute an important potential for further economic development in many regions. Therefore, the right balance between use and protection is a precondition for the effective and sustainable use of such potentials.

At a European scale, major large natural areas are concentrated in the northern periphery and in some mountainous areas. At the regional and local levels, all areas have natural assets that can be used for development purposes, although these areas are often rather fragmented in some regions. The territorial distribution of cultural heritage, such as heritage sites, museums etc., varies depending on the resource type in question. There is a tendency for heritage resources of the immovable type and for museums to be clustered in coastal and urbanised areas.

All these aspects come together in the territory when applied as unit of analysis. This again suggests the need for a more integrated view on how the various aspects interact in the development of a territory.

Conclusions

The policy process related to the European territory favours a better balanced and polycentric territory, which is as well covered by the wish of a territorial cohesion. Polycentricity, however, has to be considered at several geographical scales. For Europe is addressing the overall structure, the Pentagon and a future territory with several urban agglomerations, well distributed within Europe, which all play a certain, important role in the global economy.

At national level, polycentricity poses questions related to the balance of the national urban system and the hierarchy and functionality of cities and towns. Often, the key question is the balance between the capital and the larger cities in other parts of the country. Further, at regional/local level the concept of polycentricity has other challenges attached as it here becomes a question of the distribution of functional roles between small and medium sized as well as larger cities in the regional/local context where the basic circumstances can vary substantially and make an implementation at local scale look very different between areas.

A more polycentric Europe lies to a certain extend in the hands of policy makers and practitioners. In principle, a polycentric ambition has to be present and considered at all geographical scales. The first ESPON programme has already provided new evidence and knowledge on the European Urban System. More applied research on the urban regions is envisaged within an ESPON II programme as well as analytical support to territorial cooperation in urban clusters and networks.

Central Adriatic Danubian South-East Space co-operation results

Ulrich GRAUTE

Joint Technical Secretariat Interreg IIIB Cadses Programme

Introduction

Subject of this article is to report about how urban networking in Central and South-Eastern Europe in the framework of the Cadses programme. Objective is not to describe all related activities but to demonstrate the diversity of urban networking activities. In addition it shall be demonstrated in how far urban networking in Cadses contributes to the implementation of CEMAT Guiding Principles and of the Ljubljana Declaration on the territorial dimension of sustainable development. In doing so the report will point to selected projects carried out in the framework of the Interreg III B Cadses programme. Additional information e.g. description of all approved projects can be found of the website of the Cadses programme³.

Figure 1: Interreg III B Cadses cooperation area



Source: Joint Technical Secretariat of Interreg III B Cadses

3. www.cadses.net

1. Application of CEMAT Guiding Principles

The 18 partner states declared in 1999 that they were interested in a continuation of Interreg II C transnational co-operation in the field of spatial planning in the framework of the Interreg III B Cades programme in 2000-2006. During the preparation of the programme documents, they were aware that their efforts were unique and in the Community Initiative Programme (CIP 2004, chapter 2.1) they documented this:

The value added of Cades-Interreg III B Neighbourhood Programme is that this is the only programme in the area focusing on the spatial integration of all the policy issues and developments with a view to balanced and sustainable development.

With its integrated approach and orientation towards a balanced and sustainable development the Cades programme is in line with CEMAT. Therefore it is only consequent if the CIP lists among others the CEMAT principles as reference document for CADSES:

The most relevant reference documents that form the strategic background for this programme are the ESDP, the Guiding Principles for sustainable spatial development of CEMAT, the results of the Cades-Interreg IIC projects Vision Planet (Guidelines and Policy Proposals) and ESTIA” (CIP 2004, chapter 2.1).

While it is easy to identify the thematic links and common objectives it is more difficult to define the extend to which they are implemented on project level. For this a more precise strategy would be helpful. Instead the programme states

the most relevant documents ... form the strategic background for this programme.

Therefore the listed documents are declared to be already the strategic background for Cades but it is difficult to imagine how the adding four different documents can be regarded as a strategy for a programme. A strategy would be an additional step where conclusions are drawn from the most relevant framework documents and where operational objectives for the funding period are described. In addition the institutional context of the programme would be targeted towards achieving the operational objectives. In the best case this would lead to a quality management of the entire co-operation process.

That this was not done by programme actors can be discussed but the problem is not only a problem related to the programme. The other side of the coin is that the principles are formulated so vague that they allow – depending on the point of view – all kinds of conclusions or no conclusions. Several projects mention in their application a reference to CEMAT but they usually do it by simply stating that their project will consider or apply the guiding principles. If the assessor then looks e.g. into the CEMAT Guiding Principles to better understand what the applicant may have in mind it is in general not possible to draw a clear conclusion – a broad range of activities seems to be possible but the right interpretation is left to the reader and often don't provide checkable information. Of course, the clarity of descriptions provided

by applicants can often also be questioned. Nonetheless, it is the often vague or open description of guiding principles which doesn't give the necessary guidance.

The same is true with respect to the European Spatial Development Perspective, ESDP (European Commission 1999). CEMAT Guiding Principles and the ESDP give proof of considerable process of European countries. They provide for the first time common principles for a sustainable development of the territory. The progress they provide should not be underestimated. Nevertheless, considering the complexity of the issue they indicate only a general direction and don't provide guidance.

What is missing is a translation of the visionary objectives into a target oriented policy framework. To achieve this a more intensive co-operation of experts is necessary and it should focus on the meso-level between the general of principles for all Europe and the implementation of individual activities on local or regional level.


2. Examples for urban networking in Central and South-Eastern Europe

By laying down the CEMAT principles in the Interreg III B Cadses programme the responsible Member States demonstrated that they consider the principle as relevant. To analyse the practical relevance it is of course necessary to look at the project level of Cadses programme. Cadses is a network of about 50 public institutions co-operation on the programme level. This level is of key relevance for project selection and programme management. In spite of the importance of this group of actors it represents only a small part of activities: a total of another 1.183 partner institutions in 18 countries of Central and South-Eastern Europe made a commitment to participate in one of the 93 Cadses projects (see table 1).

Certainly, they are not all dealing with urban management but because of the integrated approach of the CEMAT principles not only the typical urban planning project can be considered as relevant. Instead the entire spectrum of networking activities relate in one way or another should be considered. Therefore, the analysis for this article started by checking where urban networking begins and this in a practical sense means that the analysis started with projects focussing on rural areas and issues.

The main finding was that even these projects are involved in urban networking. Most of the 1.183 partner institutions are located in an urban environment and as project partners they all maintain networks. Sometimes partners are by chance located in cities and don't even deal with urban issues. Mostly they have a focus on urban issues and several are directly linked with urban planning and development. The two following examples demonstrate that the broad understanding of urban networking is even part of projects focussing on rural issues.

Table 1: Cadses partnership development per country between 1997 and 2005

 INTERREG III B CADSES	INTERREG II C 3 calls between 1997-99	INTERREG III B 3 calls between 2002-05
Austria	30	144
Germany	27	159
Greece	10	152
Italy	15	281
old MS	82	736
Czech R.	17	56
Hungary	27	82
Poland	13	42
Slovakia	14	33
Slovenia	15	49
new MS	86	262
Ukraine	6	5
Moldova	0	1
Romania	13	47
Bulgaria	14	39
Croatia	3	42
B+Herz	2	6
Ser+Mon	3	22
FYroMac	0	7
Albania	2	16
non MS	43	185
Total	211	1183

Source: Joint Technical Secretariat of Interreg III B Cadses

a. SISTEMaPARC

Under the leadership of the Technical University of Dresden a network of national park administrations, research institutions and regional authorities is developing a spatial information system for transnational environmental management of protected areas and regions. No specific urban issues are subject of the project. In so far it does

not fit under the topic of this article. Nonetheless, it is worthwhile to mention that partners of this project are usually located in cities and thus form as a side effect a network between urban institutions⁴.

b. KATER II

Dealing with karst water management and research this project seems to be another wrongly chosen example for urban networking. The second look demonstrates the opposite: lead partner is the Municipality of the City of Vienna and the project activities underline the interrelation between karst water management and the use of karst water as supply in urban environments. One of the interesting activities is that school kids from Vienna are invited into a karst area to learn more about the uniqueness of karst areas and how the quality of their management has an impact of water supply in the city. It can be expected that these kids after their return to the city have a better awareness on the relation between urban and rural development issues⁵.

c. DONAUHANSE

The third project is a city network. All partner cities have in common that they are located along river Danube. Approximately 25 municipalities from 12 countries intensify contacts between their authorities responsible for economic development, tourism and international transport. Project activities are a mix of networking, studies and pilot actions⁶.

d. READY

The READY project is focusing on rehabilitation and development of small and medium sized cities in mining regions. Like Donauhanse this project carries out activities like networking and studies but the topic is much more focused on the specific challenges of former mining cities and regions. Studies shall contribute to develop within the project framework concepts for mining areas and the networking is targeting to strengthen the position of smaller mining cities⁷.

e. TECPARKNET

The project is rooted in the vision of the “EU-Future Region” between Northern Italy, Croatia, Hungary and Austria. Potentials in the field of technology, business and science infrastructure for transnational co-operation shall be developed. Since there are already a number of technology parks and business incubators in the area the

4. Source : JTS data base and JTS 2005, p. 60.

5. Source : JTS data base and JTS 2005, p. 71.

6. source : JTS data base and JTS 2005, p. 23.

7. Source : JTS data base and JTS 2005, p. 26.

project aims at developing synergies among them. Although focussing on the development of the “EU-Future Region” the project is acting in urban environment where most technology parks are located. In addition technology parks are part of urban place marketing activities and therefore are part of urban development strategies⁸.

f. RIMED

Among the projects with a typical character in the field of urban development is the RIMED project: Regional Integration and Metropolitan Development of South-Eastern Europe. According to the lead partner, the University of Thessaly, the project “is expected to improve co-operation and to establish networks of interaction among major cities in South-Eastern Europe. In addition, the project is expected to contribute to a balanced and polycentric spatial development by supporting selected cities with a joint strategy of metropolitan development”. What sounds like a rather broad oriented planning discourse may be exactly that. Considering that the involved cities are all located in South-Eastern Europe and that they suffered a major lack of co-operation during the 1990s, it is already a major achievement if a fruitful discourse on metropolitan planning in deed will be established⁹.

g. PLANET CENSE and ESTIA SPOSE

Among the lead partners of projects private companies and other non governmental institutions are the exception. Two of the running projects where this exception applies are PLANET CENSE with the private Austrian Institute for Regional Studies and Spatial Planning (ÖIR) and ESTIA-SPOSE with the Institute of Urban Environment of the Panteion University of Athens as lead partners.

Considering the ambitious but not very much specified objectives in the policy field Interreg III B guidelines and the ESDP have to be specified for the application of programmes and projects in the Central, Adriatic, Danubian and South-Eastern European Space (Cadses). Two flagship projects “Vision Planet” and “ESTIA” were implemented already as part of the Interreg II C between 1997 and 2000. While Vision Planet was mainly concerned with the Central European, Adriatic and Danubian space, ESTIA is considering the South-eastern European space. One of the aims was to formulate guidelines for strategies and policies for an integrated spatial development of the CADSES. As one tangible result, the project has published the “Vision Planet: Guidelines and Policy Proposals (Vision Planet GPP)” in January 2000. A Working Team elaborated the Vision Planet GPP with key experts from 12 countries. Documents as the guidelines for Interreg III, the ESDP, the CEMAT Guiding Principles were together with Vision Planet GPP and ESTIA considered as the main

8. Source : JTS data base and JTS 2005, p. 19.

9. Source : JTS data base and JTS 2005, p. 27.

reference documents for the Member States when they developed in 2000 and 2001 the new programming period. The project VISION PLANET currently is continued in the framework of the project PLANET CENSE with 25 partners while ESTIA-SPOSE with its 14 partners is the follow-up to the ESTIA project. Both follow-up projects are needed to keep up an in-depth dialogue. In difference to the first funding period they now go beyond the discussion of visions and general policy options. The focus is now more on analysing scientific and technical aspects like the development and test application of the planning instrument for Territorial Impact Assessment (TIA). The lead partners of these projects are involved on two levels in a Public Private Partnership (PPP). Not only that their projects were selected by the national delegations acting as decision makers on programme level. PPP is also a day-to-day task since some national ministries are directly participating in projects. This way non governmental bodies stay in close contact with their clients and thus ensure the dialogue envisaged by the projects¹⁰.

3. Lessons learned and requirements

It is certainly too early for a final evaluation of the Cadses programme and its projects. Most of the projects are not finished yet and a 4th selection process for additional projects is ongoing. Nonetheless, considering the listed and the other projects of Cadses it can be concluded that

Cadses meets the CEMAT requirements to consider urban development and networking as priority, and Cadses does this across a number of measures and with a trans-sector dimension.

Cadses from the programme documents down to the projects is on the right track to consider CEMAT requirements. There is just one meaningful difference. It is not possible to fully answer the question if there is a concise support for a balanced development?

The application of CEMAT Guiding Principles in the Cadses programme document was already difficult because of the widespread vagueness of terms and priorities. A balanced and sustainable development of the territory and at the same time to foster global competitiveness of the European Union are extremely ambitious objectives. To put it on the agenda of politics and administration is a reaction to a given challenge. It is not just wishful thinking. Nonetheless, it is at least questionable if the institutional setting is adequate to achieve the ambitious goals.

What surprises is for example that spatial development and European territorial co-operation are issues which are dealt with so far by a relatively small number of

¹⁰ Project codes: ESTIA-SPOSE 3B036 and PLANET CENSE 3B077; Source: CIP 2005, Vision Planet 1999 and JTS 2005, p. 15.

mainly public actors. Even more surprising is that the success seems to depend only on voluntary co-operation of EU and CEMAT member states. No European competence, regulation and/or institution is asked to be established. Of course, nobody (including the author of this article) wants a centralised European planning from the top down to the bottom. Nevertheless it needs to be asked if the mainly informal co-operation which is recommended by CEMAT and by the ESDP really is a sufficient basis to assure a proper coordination of a balanced and sustainable development of the European territory. Reading the documents it seems that the main actors – for whatever reason – fully trust in a sort of “invisible hand” which will guide Europe towards a sustainable development of its territory. That the famous “invisible hand” (Adam Smith) can coordinate market economies is already questioned a lot. That such an “invisible hand” in addition could coordinate territorial development is also questionable.

4. Co-operation needs commons

If the cooperation shall go beyond the simple and informal exchange of information and experience it needs commons: common objectives, equal partnership and common instruments.

a. Partnership

No partnership can exist on the long run if it is a one way road and does not include a mutual exchange. EU funds are certainly necessary for transnational and neighbourhood cooperation but whatever amount of funds the European Community and its Member States will provide, at the end not only money is needed to overcome imbalances. There needs to be a real interest of all partners in commonly producing an added value. Projects which are considered by there partners just as a funding opportunity only would never bring an added value of transnational co-operation. Therefore partnership is not only a formal requirement but it is the heart of co-operation.

b. Common objectives

How intensive should be the co-operation and how strong should be the commitment of each partner? The answer on these important questions depends on the objectives partner countries and project partners choose for their co-operation. It will be the key to the success of any future co-operation that the partners like CEMAT members or partner states in an implementation programme take sufficient time and efforts to discuss and agree on clear and operational objectives. External experts can support this process but the strength of co-operation will depend on the commitment which all the partner countries make towards future policy documents and programmes.

c. Common instruments

No doubt, the combination of internal and external funds within Interreg Neighbourhood Programmes is a major step forward. Implementation will show us how far it will bring co-operation ahead. Meanwhile the development of new instruments and framework conditions for the next funding period should not contribute to the opposite: the possible re-widening of the gap. In this respect the European grouping of cross-border co-operation (EGCC) could have negative impacts. It is an optional convention to improve programme management of Member States. Unfortunately, the draft regulation doesn't foresee any (optional) role for Non Member States. Especially in that case when Member States would consider to entitle an EGCC with more tasks than ERDF management the Non Member States should be involved in an appropriate way in this partnership institution. Of course, the definition of what is appropriate again will depend on the partnership concept and common objectives of partner states. In addition and eventually even more problematic would be the approval of EC regulations for the external funds (ENPI and PIA) without paragraphs describing a possible matching of funds with EC interventions for transnational co-operation (i.e. the transnational strand of the new objective 3). Currently only cross-border co-operation is foreseen explicitly in draft regulations.

Partnership, common objective and common instruments need to be harmonised as much as possible to achieve synergies. A link between CEMAT guiding principles (and the ESDP) on the one hand and instruments like Interreg III (respectively the future objective 3) on the other hand is needed. The way to achieve this may be long and full of obstacles but without that a concise support for a balanced development can not be achieved.

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Alpine Space experience

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Introduction

The Alpine Space, as an important transnational European co-operation area, comprises the mountainous area in the geographical sense as well as the surrounding foothills and lowlands, a small part of the Mediterranean coastal area including the Adriatic, parts of the great river valleys of Danube, Po, Adige, Rhône and Rhine. The mountainous “core area” is spatially inseparably linked with the surrounding “peri-alpine belt”, containing some of the most attractive European metropolitan areas.



Table 1: *Interreg III B co-operation area Alpine Space* (www.alpinespace.org)

The programme objectives are implemented under the following priorities:

- promotion of the Alpine Space as a competitive and attractive living and economic area in the framework of polycentric spatial development of the EU;

- development of sustainable transport system with particular consideration of efficiency, intermodality and better accessibility;
- wise management of nature, landscape and cultural heritage, promotion of the environment and prevention of natural disasters.

(cf Table 1) The programme has a total budget of 123 Mio Euro, nearly half of it are ERDF-funds.

There is no specific priority that is dealing with the urban dimension, however, the urban dimension can be considered as inherent in each of the three priorities. In the following report there will be a concise overview on the urban dimensions of the problems that the Alpine Space is facing. A short overview on the implementing principles of the projects is followed by a presentation of two problems with direct reference to urban problems. The new proposals of the European Commission with regard to transnational cooperation issues in the Alpine Space should encourage cities to make use of transnational cooperation programmes.

1. Alpine Space and urban networking¹

The analysis of a large number of documents shows that urban questions are not primarily related with policies dealing with the Alpine Space, although a closer look reveals that on national level this dimension is to be found. What seems more important, however, is the fact that quite a number of policy fields is linked closely with urban dimensions. The analysis of national policies in the Alpine Space countries reveals the following “hit list”:

- spatial development, regional and urban planning;
- improvement of competitiveness;
- co-operation and participation in planning process;
- infrastructures and networks;
- environment and natural preservation;
- management of rural areas.

Given the fact that competitiveness, infrastructure and networks find their common origin in towns and cities one gets a clearer impression of this dimension. I would like to compare this survey with the findings of a survey on territorial trends in the Alpine

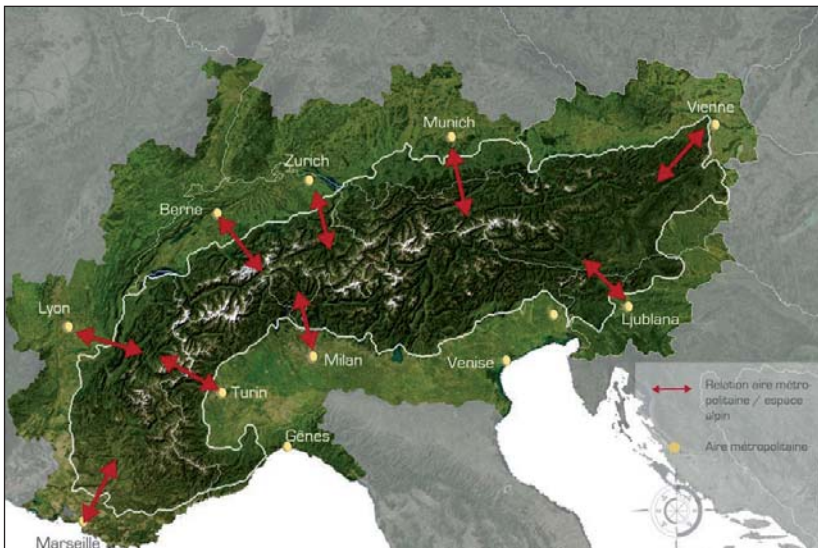
¹ For this passage I have widely made use of a study that was commissioned by the Alpine Space programme authorities and has just recently been finished in a draft version: Bausch, Thomas; Thomas Dax, Umberto Janin Rivolin, Francois Parvex, Sergeja Praper, Martin Vanier: Prospective Study (Draft). *Sustainable Territorial Development in the Alpine Space: Towards Long Term Transnational Cooperation*. August 2005.

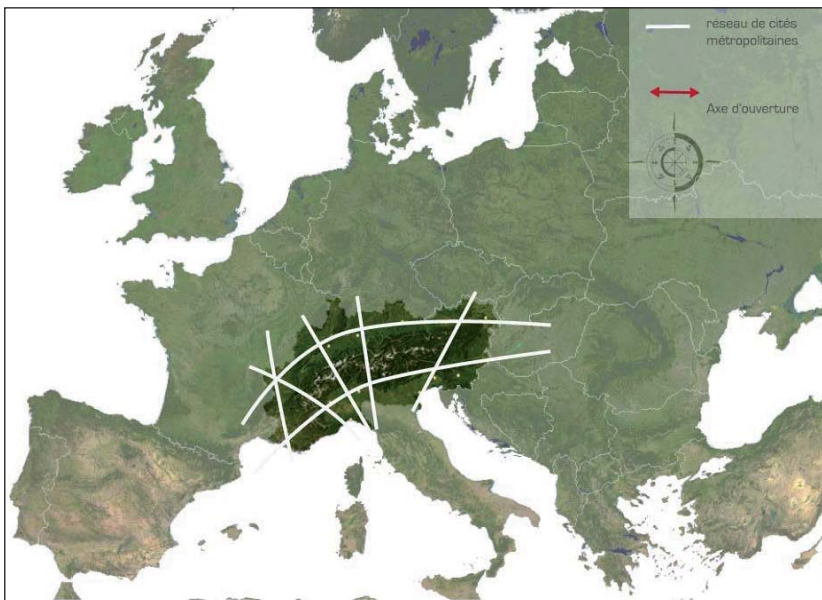
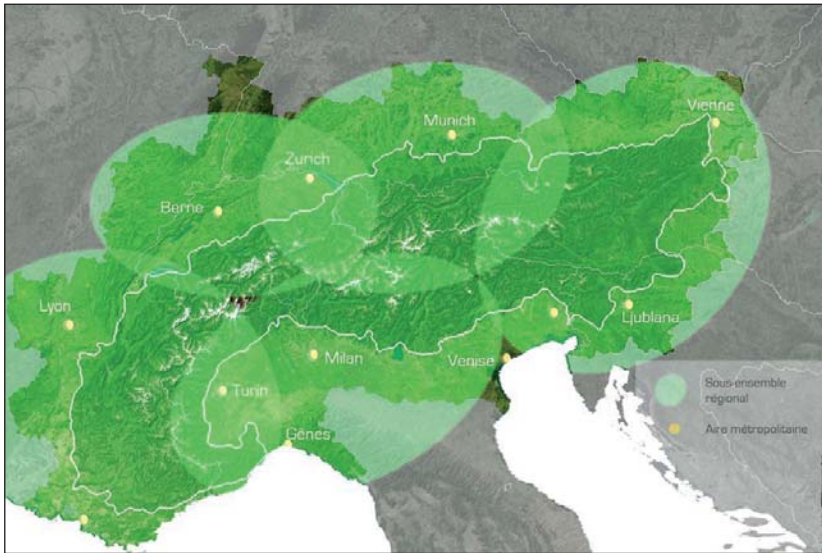
Space and leave the question open for interpretation whether national policies aim at the correct problems:

- dynamic increase of natural hazards;
- loss of habitats and biodiversity;
- variety of landscapes endangered;
- increasing pressure on natural resources and natural heritage;
- growing importance of accessibility to infrastructure and knowledge;
- overaging population;
- growing interest in higher education, but also stronger competition between universities;
- emerging opportunities for European cities as R&D location.

Several scenarios of the development of the Alpine Space area are linked with the metropolitan areas surrounding the Alps: the variety of scenarios ranges from a growth of these metropolitan areas with all the negative effects sprawling into the core area of the Alps (and a growing demand for protection of these) to a polycentric metropolitan network structured primarily by traffic crossroads. (Tables 2-4).

Tables 2-4: Different development scenarios for the Alps sources





2. Experiences of programme implementation

53 projects have been approved and contracted by the authorities up to autumn 2005. Among the selection criteria the guiding principles of the programme are most prominent:

- sustainable development in all its three dimension;
- innovation-oriented;
- alpine context;
- trans-nationality;
- cross sector approach;
- tangible results.

To get an idea how cities in the Alps make use of the co-operation programme for their purpose two projects should serve as examples:

a. AlpCity

AlpCity² focuses on local development and urban regeneration of small alpine towns. Many small alpine and mountain towns/villages have undergone processes of socio-economic decline, have inadequate public/private services, quality of life and built environment, a (mainly aged) population with limited access to culture and decision-making/participation. These are unsustainable islands of disparity in a generally affluent part of Europe, whose existence impinges the creation of a polycentric urban system and a sustainable urban-rural relationship, often in fragile natural environments at the heart of the Alps.

AlpCity aims at promoting common understanding, cultural/political change, through a large trans-national partnership and different groups of activities, namely: networking and exchange to create common knowledge and strategies, collection of local best practices, innovative project-cases by single local authorities, dissemination and communication, guidelines/future scenarios.

b. TusecIP

TUSEC-IP³ is a contribution to balanced and sustainable spatial development in the Alpine Space where soil and land are highly restricted resources. Partners from various countries will set up a tool for a better management of urban soils in planning procedures. The tool has to be simple, user-orientated, plausible and scientifically founded. For that scientific institutions and planners from municipalities from

2. www.alpcity.it

3. www.tusec-ip.org

different countries work together to develop a technique for urban soil evaluation and will put this tool to test in actual planning procedures. Legal differences in the countries involved will be considered. Simultaneously strategies to implement the technique in municipal and regional planning proceedings are developed and disseminated in collaboration with NPOs. The resulting planning tool is meant for directing economic development to locations being ecologically sustainable, promoting soil-conserving and land-saving concepts and managing a higher reliability of planning especially in city regions.

3. Future prospects and networking ideas

Although the urban dimension within the Alpine Space Interreg programme has not played a prominent role so far there can be no doubt that the metropolitan areas surrounding the Alps – but also the towns and cities in the core Alpine area – are important motors for development. And, one has to consider, also for development problems.

For the future of transnational co-operation the European commission has recently issued a proposal in which at least one of the priorities clearly aims at city networks. With “RTD, innovation and SME networks” the focus will be clearly on the urban dimension and there can be no doubt that in this context also medium sized cities in the Alps are addressed. Universities and research institutes as well as innovative SMEs will have to consider their territorial situation as competitive advantage and strengthen regional networking in the European context. A number of initiatives of the last years that have shown good results in various fields of policy implementation should take a more proactive role to combine and promote their best practices of implementing sustainable spatial policies in an urban Alpine context.

Eastern Norway County Network: purpose and activities

Inge BRØRS

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Oslo, the capital of Norway, and the seven surrounding counties (Akershus, Buskerud, Hedmark, Oppland, Telemark, Vestfold, and Østfold) have established Eastern Norway County Network (ENCN) as an arena for voluntary cooperation. By common work in ENCN the eight County Councils have succeeded in making a common platform for their own spatial and transportation planning – a platform based on polycentricity, sustainability and better balance in the region. Further they have succeeded considerably in influencing national politics and saving money by joint development projects. They have also succeeded in implementing common strategies into practical solutions, giving their inhabitants better service, e.g. within public transport.

1. The Region and the Network

Eastern Norway consists of eight counties in the southeastern part of Norway: Akershus, Buskerud, Hedmark, Oppland, Oslo¹, Telemark, Vestfold and Østfold. These counties together make up 30 per cent of the land area of Norway, but – with a total of 2.3 million inhabitants – have just half of Norway's population.

Eastern Norway County Network (ENCN) is a voluntary co-operation between the eight counties of Eastern Norway. The counties have two basic aims for participating in Eastern Norway County Network:

- to influence the development of the region by making joint approaches to decision-making bodies like Government and Parliament;
- to achieve better and more efficient solutions for their separate responsibilities through division of work and through joint projects and development work.

ENCN is not able to act on behalf of the participating counties, but carries out the tasks that the counties agree to solve through the network. The main tasks are of political character, but also administrative work is part of the co-operation. All counties are invited to participate in tasks and activities under the auspices of Eastern Norway County Network. Each county is free to decide whether to participate in the various tasks.

The Regional Co-operation Board is the highest body within Eastern Norway County Network. Each county has three members in the board: the Chairman of the County Council, the Leader of the opposition and the County Executive. Through decisions

¹ Oslo is both a municipality and a county.

made by the Regional Co-operation Board, ENCN is able to submit joint recommendations to be dealt with politically by the eight counties.

Eastern Norway County Network has main focus on:

- transport and communications;
- education, competence building and innovation;
- international regional cooperation.

A separate Secretariat has been set up for Eastern Norway County Network. The Secretariat is a service and coordination body for the various groups and committees that have been set up within the network.

2. From regional analysis to common spatial platform

After initiative from the Regional Co-operation Board in 1997, the eight counties in 1998 started to work with a regional analysis, to make a better common understanding of strengths, weaknesses, opportunities and threats in the region and in each of the counties. The SWOT analysis was made as an integrated part of an Interreg II B project (Baltic Sea Region) “Metropolitan Areas”. The SWOT analysis had a special focus on demographics, business development, education and competence building, transportation and environment. As part of the Interreg project we also made two scenarios – one trend scenario and one telling about a polycentric Eastern Norway in 2015.

The Regional Co-operation Board asked for a common action plan based on the SWOT analysis and the scenarios. The action plan was dealt with by the Regional Co-operation Board in 2001, and later all the eight counties gave their political support to the plan. Influenced by ESDP and by participation in the Interreg project, the eight counties agreed on two main goals, which have later been integrated in the county plan of all the counties:

- to further develop Eastern Norway Region as a competitive region in Europe;
- to ensure a balanced and sustainable development in the region by developing a polycentric urban structure.

3. Strategies for communication and transportation

Parallel to ENCN’s work with regional analysis the Government was making a National Transport Plan for the period 2002-2011. This planning process gave the ENCN an opportunity to participate in a strong way. The network participated in many different ways in this planning process. Analyses were made, data were presented to the national planners, and meetings were held both among politicians and administrators. As input to the Governments white paper about the National Transport

Plan 2002-2011, the eight counties made a common strategy for main roads and rail tracks in the region. The strategy gave an arena for joint discussions and co-operation.

The key elements of the transportation package were:

- most of the increase in passenger traffic should be rail-based, especially in the central parts of the region;
- good lines of communication outside the Oslo Area and between other towns and cities;
- good lines of communication between the urban areas in Eastern Norway and the capital.

The transportation strategy showed the most important elements in the development of the transport system in Eastern Norway, especially by road and rail. Each county dealt with more local projects. The total financial frame of the transportation strategy was in 1999 estimated to NOK 50 billion (about 6.3 billion Euro), over the period 2002-2011. In order to realise the strategy, the Eastern Norway counties were prepared to supplement government funding with user funding.

Looking at the results of the discussions in the Parliament, it must be fair to conclude that the network had some success, especially with regard to the development of the railways. The network also had some success in the decisions for new roads. In addition to the concrete results regarding rail tracks and main roads, the ENCN's way of planning was to a large extent adopted by national authorities.

4. Metropolitan Areas+, an Interreg III B Project in the Baltic Sea Region

The eight counties of Eastern Norway are striving to achieve the two common goals by efforts within each county and by co-operation across county borders. Common strategies for development of main roads and rail tracks are decisive factors to ensure a polycentric structure in Eastern Norway. The ENCN subproject of the Interreg III B project "Metropolitan Areas+" has a special focus on transportation links and on public transport in the polycentric structure of the region.

The project has taken part in and influenced ongoing national and regional planning and development processes by elaboration of common strategies for better transport links in Eastern Norway. The eight counties have agreed on a new policy document as input to a national planning process for the period 2006-2015, led by the Ministry of Transport and Communications. They have also had coordinated meetings with the Committee of Transport and Communications in the Parliament, to argue for the strategies of ENCN and necessary investments in infrastructure.

The Parliament's decision to the National Transport Plan 2006-2015 was favourable to arguments from ENCN, but there are still huge challenges about financing of infrastructure.

There has been close co-operation between representatives of the eight counties planning for more coordinated and attractive public transport. Through better coordination of different transportation modes across county borders, the intention has been to offer better service to the customers. The eight counties of ENCN in 2004 agreed about how the public transportation system of Eastern Norway should look like in 2006 and 2015 – a system more efficient and attractive for the customers. Special focus has been on harmonising information systems and ticket systems.

In order to harmonise different ticket systems of public transport in Eastern Norway, the eight counties have worked towards a common technical standard of electronic tickets. Agreement about such standard was reached in 2003. Implementation of joint electronic ticket system has started. Five of the eight counties will probably have a common standard of their electronic tickets in 2006.

The eight counties have also worked for and reached an agreement about turning seven different information systems into one common information system. Specific tasks to harmonise different information systems for public transport are going on. Three of the counties now have turned their information systems into one common information system (Internet, SMS and WAP). It's expected that a common information system for all the eight counties will be operable in 2006.

5. Other co-operation activities

Though political cooperation is the main activity of ENCN, there are several examples of successful administrative cooperation projects. Working together as a group consisting of 6-8 counties, they have made analysis and development projects giving them a broader view, giving their employees better competence and colleagues to discuss with, all at a much lower price than each of them buying the same analysis or development projects by themselves. Especially within secondary education, which is the main responsibility of the county council, the administrative leaders find it useful to meet regularly to discuss common problems across county boarders.

The Norwegian counties are small compared to most European Regions, but by working together internationally through the cooperation organisation ENCN, they have become more equal to European regions, and they can support each other and save money by common use of personal. At the moment they have a close co-operation regarding participation in four European organisations on regional level: "Assembly of European Regions", "Baltic Sea States Subregional Co-operation", "Conference of Peripheral and Maritime Regions" and the "North Sea Commission". Representatives from ENCN have at the moment leading positions in three of these organisations. The eight counties also have a common cooperation agreement with Land Schleswig-Holstein in Germany.

European Network of Cities for regeneration, management and renewal of large housing Estates – “Hous-Es”: public space and quality in architecture – A new URBACT Network

Krzysztof BACZYNSKI

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In June 2005, the URBACT Monitoring Committee in Paris approved the leading role of Poznań in making and coordinating a new thematic network on Management and Renewal of Large Housing Estates.

The new network will¹ gather EU cities at works on transformation and management of large housing estates which are a growing problem for Eastern and Western European cities. A phenomenon of urban dwellers migrating out of cities comes from a progressive decline of housing estates, mainly high-rise blocks built of concrete slabs in 1970s, but also from a constant lack of complex regeneration solutions. More and more clearly can we see the decline and isolation of local communities. It is not uncommon for city centers to section off enclaves of unwanted low classes. A number of well-coordinated urban plans in European cities keeps falling, which adds up to social downgrade, degeneration of social bonds and many other negative urban tendencies.

The new URBACT Network will work on three levels:

- Regeneration of deprived areas which are an urgent problem for the Central Europe. It seems the time has stopped going by in there. We must ask a question if the improvement of life quality is to be about liquidation of those housing estates or preserving their specific and original character that has become so strong over the forgotten years, over the period of negligence and lack of holistic solutions in the right time. I hope that the network will seek answers to these questions and will let us find cutting-edge financial techniques and quickly present best practices.
- Modernisation of large housing estates, mainly blocks of flats. The network will analyse best practice examples and promote exchange of experience. We could ask a similar question here: should large housing bedrooms be demolished? By way of example, this is what the authorities of Balymoon, Dublin, decided to do and thanks to that they solved migration problems. Or is it better to renew the estates, although it is much more expensive? Lepzig, Germany, has made this

1. The URBACT Network is led by the City of Poznań, Poland.

move but people still do not want to live there. Are we able to find any other solutions?

- Building new housing estates financed mainly from the public sector. Do Social Housing Companies do their job? Do we have to introduce new governance models? The network will focus on seeking and adapting new solutions.

We have to remember, however, that one-fits-all model does not exist. Each city is different. Each place within a city is different. So what works in one place, does not necessary works in another. That is why the right approach is a key issue.

As my teacher Alex Garvin said:

...We can talk about good planning only when the project has a positive impact on the whole neighborhood and community. Today, planning is a public activity that creates sustainable and positive reaction of the private sector; reactions that improve the quality of life of neighboring communities. They make them more attractive, more comfortable and more flourishing. In order for planning to succeed, projects must be feasible. We must always bear in mind that a plan must deal with six basic conditions of a success: market, location, design, financing, policy and time...

The network will organise numerous conferences and exchange visits on sites. It will focus on real projects and more on practical than theoretical activities. The coordinating office is being set up in Poznań. A website and a quarterly will serve as a basic platform for information exchange. For comparative analysis we will use Urban Audit Indicators.

I hope the new network will stir up a European debate that will pave the way for new and plausible solutions. We plan to co-operate with partners engaged in urban planning and social development, including local politicians, decision-makers, developers, housing associations, social housing companies and local communities. A holistic approach to urban regeneration will help to improve living conditions not only of “the renewed communities” but also of extensive neighborhoods and finally, the whole cities. If we want to make it happen, we need to introduce promptly high-quality management instruments on local and national levels, concerning both maintenance and financing of new investments. Betterment of living conditions is not only about improving the standard of apartments but also of public space. Public space is an important element of the landscape which is not private-owned; it is streets, motorways, parks, public buildings, squares, walking precincts, etc. It is part of the heritage. And it is our duty not only to preserve it, but also to pass it on to next generations. We must nurture and enhance it to leave the landscape richer and nicer.

Actions taken by the network will comply with the European Union policy. A European dimension will be secured through contacts with cities that have used or are now using URBAN programs. Our future depends on the condition of our cities. It is worth a constant struggle to improve the quality of life.

Second session/Deuxième session

Visions/Perspectives

Session Chairs/ Présidents de session

Margarita JANČIČ

Past Chair of the Committee of Senior Officials of the CEMAT, Slovenia

Frank D'HONDT

Representative of European Council of Town Planners

The Basque Euro-City: a project for the future (The Eurocity Donostia/San Sebastian – Bayonne)

Fernando TAPIA

Representative of the Provincial Government of Gipuzcoa, Spain

The Basque Euro-city of Bayonne-San Sebastián is located at the heart of the Atlantic Arc between Bilbao and Bordeaux, at the western end of the French-Spanish border, on the Atlantic façade of the Pyrenees, in the Basque Country and on both sides of the dividing line that was historically formed by the river Bidasoa.

The process of European construction and the disappearance of internal borders in the Union have created new ways of looking at and interpreting the territory of Europe. This was why in 1993 the urban corridor that runs along both sides of the French-Spanish border on the Atlantic coast began a cross-border co-operation process with the aim of structuring and uniting, with a European mind-set, the metropolitan area that runs in a line over 50 kilometres between Bayonne and San Sebastián with a population of 600,000.

It is a long-term project. The changes that the processes of the information age and globalisation are causing in urban areas are forcing us to adapt and provide fresh solutions. The Euro-city, as a project that structures the cross-border area, proposes a future in which we should overcome the scars that the border has represented throughout history, leave conflicts behind and learn from the way that successive generations have worked together over the centuries to form the common history and cultural heritage that we share today.

An initial approach to the area clearly shows that its relief and urban development are quite varied. It is mountainous on the Guipuzkoa side and flatter to the north. As far as urban development and occupation of the land is concerned, we find that in Gipuzkoa there is a greater concentration and density of population. They have also followed different economic paths: the service sector has a strong presence in the French Basque Country while there is a significant industrial tradition on the Guipuzkoa side.

From 1997-2000 the Basque Euro-city, together with central, regional, departmental-provincial and local government institutions, and experts from universities and the private sector, promoted a reflection process to analyse the advantages, challenges and opportunities that the new European metropolis offers and to consider the foundations on which to start to build this new reality. This is the Euro-City White Paper process.

The White Paper has three strategic aims: shaping the Atlantic inter-modality, communications and information platform; structuring a polycentric metropolis in a network; and protecting and cherishing its natural heritage.

As for the first point, the shaping of the Atlantic exchange Platform, the white paper echoes the direction proposed in the ETS document (European Territorial Strategy) that advocates setting up Euro-development corridors to make areas more easily accessible. We also hope to remain on one of the major European trans-national axes so it will be necessary to adapt the old logistical culture to new trends and services that enable us to obtain greater added value.

Secondly, the territorial and urban structure of the Basque Euro-city is a good example on a local scale of the polycentric nature of the European urban system. This is a system made up of a continuous series of urban centres as against the huge built-up areas that are a characteristic feature in other parts of the world. The basis of the Basque Euro-city is a network of towns.

The origin of the series of urban centres that make up the current conurbation lies in the European trans-national corridor. However, the future requires a fresh interpretation for this area, which means it needs to be provided with its own internal communications structure, independent from the long-distance infrastructure that currently run through it. The Euro-city hopes to structure the linear polycentric metropolis in a network, by implementing a shared system to manage the area, its infrastructure and supply of services and amenities, in order to promote quality levels that meet the requirements of a European metropolis.

Thirdly, to achieve balanced sustained development, territorial development policies in the Basque Euro-city must pay special attention to protecting and managing its natural resources and cultural heritage. The quality of the environment in the Euro-city is extraordinary: the Basque coastline has, among other things, the famous beaches in Biarritz and San Sebastián, which are traditional European resorts, and an inland with green spaces and nature reserves. All of this can be found in the urban area structured by the Euro-city.

Having proposed this new scenario, it is now time to make further progress in working together to make the aim of achieving a single common area a reality.

In this respect, the Basque Euro-city is promoting a joint vision of urban public services. These are services that guarantee a series of basic benefits for citizens and are a vital element in creating social and economic cohesion. All in all, they are a key element in territorial cohesion as they provide a basic level of benefits that is the same for all citizens.

We have analysed the legal framework for possible measures and we are studying planning the media and transport of citizens in the Euro-city urban area on a cross-border basis, as well as the possibility of implementing joint environmental measures.

As far as culture is concerned, it is worth pointing out that we have started to complement cultural programmes and to study new joint proposals. This is something that has also happened with tourism: a tourist brand “Côte Basque/Euskal Itsasertza/Basque Coast” has been set up and two great tourist assets such as San Sebastián and Biarritz are being promoted together.

We have begun to deal with sport from the overall viewpoint of the Euro-city and have considered questions such as insurance, federation licences, use of facilities...

The Basque Euro-city also needs to try and get people actively involved, so that citizens can discover a new space where they share identities and go beyond the political-administrative frameworks of the past.

Integrating different identities is not just an individual matter, as it will depend on the kind of interdependence and mutual relations that exist and on those that may be established in the future. Positive interdependence will make it easier to build up an open, plural and inclusive identity.

City of Cork, Ireland

Ann BOGAN

Senior Planner, Planning Policy, Cork City Council

Introduction

Cork city is located in the South West of Ireland and is the second largest city in the Republic of Ireland with a population in Metropolitan Cork of 257,000. It is situated at the inner edge of a large natural harbour on the banks of the River Lee.

Cork City Council is the local authority for the city proper with a population of 123,000, while much of the new development over the last few decades has located around the edge of the city and in nearby satellite towns, in the adjoining but separate local authority area of Cork County Council. Cork city experienced difficult times during the 1980s with loss of manufacturing employment in traditional sectors and high levels of unemployment and emigration. However these sectors were replaced by thriving modern sectors, in particular Life Sciences (pharmaceuticals and medical devices), Food and ICT sectors. Cork has a large student population with over 20,000 third level students in the University and Institute of Technology.

The Irish National Development Plan 2000-2006 identified Cork as one of 5 National Gateway Cities, which would be promoted as a way of achieving balanced regional development in Ireland and counter-balance the predominance of Dublin and the east coast. This concept was further development in the National Spatial Strategy 2002-2020.

1. Cork Area Strategic Plan

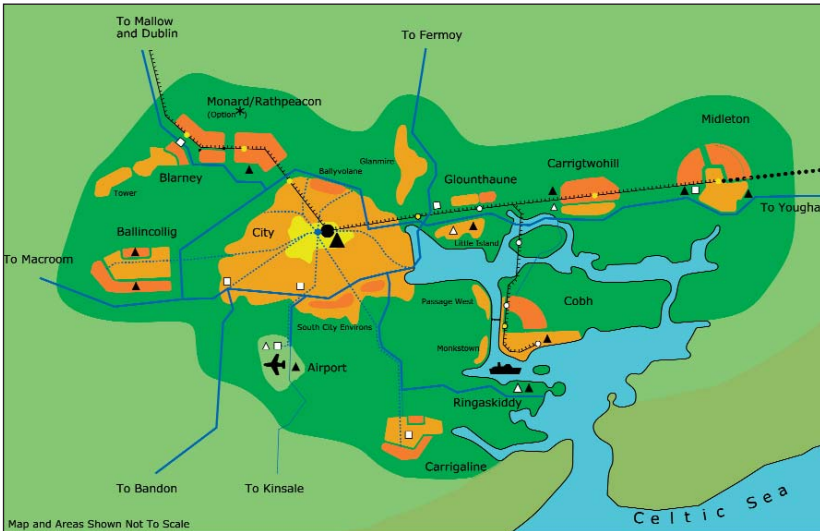
In 2001 the Cork City and Cork County Councils came together to produce the Cork Area Strategic Plan (CASP). This plan provides a vision and strategy for the development of the Cork City Region up to 2020. It builds on the achievements of the Cork Land Use and Transportation Study (LUTS) which covered the period 1978-2000 and delivered a significant amount of infrastructure to the area.

CASP provides a framework for the integration of land use, transportation, social, economic and environmental elements for the Cork area to 2020. I take account of the principles of the ESDP and seeks to achieve economic and social cohesion, sustainable development and balanced competitiveness.

CASP seeks to move towards a more sustainable form of development for the Cork City Region, promoting a strong sub-regional settlement pattern based on the promotion of urban renewal and an integrated land-use /transportation strategy. CASP

- metropolitan Cork – which encompasses both the city and the satellite towns around it is envisaged as a unified entity having a single jobs and property market, and an integrated transport system;
- reinforcement of the Ring towns – they will become the focus for growth outside the metropolitan area and new housing growth will be balanced with employment opportunities;
- infrastructure led development – CASP seeks to ensure that infrastructure and community services are provided ahead of or in tandem with new development;
- creation of an integrated transport system – based on high quality public transport facilities – consisting of a suburban rail network to the north and west. A high quality bus network, park and ride facilities, as well as cycling and pedestrian facilities;
- creation and maintenance of a high quality environment – contributing to overall quality of life for citizens and help attract business to the region.

Figure 2: Structure Diagram for Metropolitan Cork



CASP projected significant growth for the city region:

- population would grow by 78,000 to 345,000;
- there would be an additional 56,000 dwellings;
- employment will increase by 46,000 to 201,000;

2. Progress to date

The period 2001-2005 has seen very significant regeneration in Cork City, particularly in the central area and considerable progress has been made in achieving many of the key objectives of CASP.

3. Public transport

There was very little investment in public transport in Cork over the last 20 years. Its upgrading was a key objective of CASP, if serious traffic congestion and its economic and social side-effects were to be avoided. Following a concerted effort to make a case for national funding for the rail service considerable progress is being made in implementing a commuter rail service on the north and east of the city. Detailed plans are being drawn up and it is expected that construction will commence in 2006 and the service will come on-stream in 2008. This is linked to a shift of new development from the south to the east and north of the city as envisaged by CASP. New developments will be required to make a special development financial contribution towards the provision rail service. Previous efforts to promote a commuter rail service were unsuccessful over the last few decades were unsuccessful – the fact that the current strategy was part of an integrated plan for the city region and that Department of Transport officials were included from the very early stages of drawing up CASP, helped greatly in pushing this project forward.

A package of bus priority measures are being implemented on all the bus commuter routes, again with the aid of government funding. A series of park and ride sites are planned to link with both rail and bus services. Cyclist and pedestrian priority measures are also being introduced.

4. City Centre regeneration

The regeneration of the City Centre as the cultural, retail and office centre for the region was central to CASP. It was recognised that a healthy city region must have a healthy city centre. Cork City Centre faced considerable competition from out-of-town retail and office developments in the 1990s and it was recognised that a concerted effort to promote regeneration was needed. CASP recognised the need to protect and enhance the historic city centre, but also saw considerable potential for new development in the city centre and the adjoining docklands area, which has a considerable amount of vacant and underutilised land.

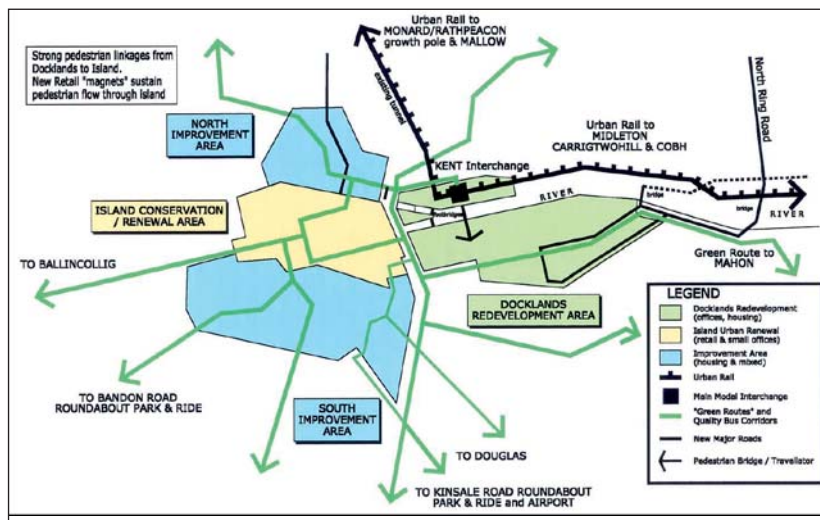


Figure 3: CASP Concept for Cork City Centre

A series of implementation mechanisms are being used to achieve city centre regeneration:

- creating a climate of confidence;
- development Plan zoning policies;
- action Plans/Development Briefs;
- financial incentives for residential uses;
- public realm improvement;
- cultural/Tourism initiatives;
- public Transport initiatives.

The objective is to have an additional 52,000 sq metres of comparison shopping in the city centre by 2011 on top of the existing 100,000 sq metres. 20,000 of this 52,000 has received planning permission and is under construction, an additional 15,000 has applied for planning permission, while an application for a further 15,000 is expected shortly. Thus considerable progress has been achieved in this area.

After two decades of lack of growth in office development 60,000 sq m has now been granted permission with 40,000 of this completed. A number of new hotels are planned – the Clarion Hotel opened earlier this year – the first new city centre hotel in many decades and others are under construction.

On the residential side, over 1000 units will be completed in or near the city centre by the end of 2006 with the benefit of tax incentives under a national scheme designed to promote urban renewal. In the last year we are seeing a move towards higher specification high rise residential development particularly in waterfront locations. Tax incentives are also available for refurbishment of existing buildings for “Living over the shop”. This scheme is helping to reduce vacancy at upper floor level and bring residential uses back to some city centre commercial streets.

The City Council has invested approximately 40 million over the last few years in upgrading the public realm in the city centre, partly in preparation for Corks designation as European Capital of Culture 2005. The main shopping street of St Patrick’s Street has been totally redesigned in favour of the pedestrian – the result of an international competition won by Catalan Architect Beth Gali. Other streets are also being upgraded, supporting and complementing the private sector investment in the city centre. The new public realm is creating a new and attractive image for the city centre helping it to compete with other locations as a shopping, business and tourism destination.

As part of its contribution to Cork 2005 Cork City Council has invested in a number of cultural tourism projects which involves finding new uses for sensitively restored historic buildings including:

- Lifetime Lab – an environmental education centre set in a 19th century waterworks;
- Blackrock Castle Observatory;
- Shandon – a comprehensive upgrading of this inner city area which was once the centre of the international butter market and contains many fine historic buildings.

Cork Capital of Culture 2005 status has brought many additional visitors to Cork. These projects as well as the extensive upgrading of the public realm are building on the attractive historic character of the city and helping to develop sustainable urban tourism into the future.

Future development – Cork docklands

CASP identified potential for creation of a new urban quarter in Cork Docklands. The Docklands Development Strategy commissioned by the City Council identified capacity for 6,000 residential units, 600,000 sq metres of non residential development, an upgraded rail station, as well as attractive waterside amenity areas in this 166 hectare area.

The City Council has set up a Docklands Office to promote development of the area. Development of the first phase at the edge of the city centre has begun and a plan for the North Docks Area is due to be adopted by Council shortly, following public consultation. A detailed Plan for the extensive South Docks area will get under way

early in 2006 and will address infrastructure provision as well as land use, landscape and urban design. The Docklands area has huge potential to attract national and international investment to deliver a new sustainable urban quarter, close to the city centre, over the next 20 years.

Conclusion

In conclusion, the regeneration of Cork over the last five years has reflected the implementation of a shared vision for the city developed through the preparation of the Cork Area Strategic Plan. This plan has helped to bring together a diverse range of public and private sector actors and while it must be flexible enough to deal with changes in circumstances, it will continue to guide the development of Cork as a Gateway city over the coming decade.

Private Partner Perspective: vision of development of the BTC city area and its connection to the Ljubljana City Centre

Jože MERMAL

President and CEO of Business Trade Center, Slovenia,

Boštjan VUGA

Sadar Vuga Architects, Slovenia

1. BTC VS. region
 2. BTC VS. city of Ljubljana
 3. BTC VS. BTC
- (research project tasks)

Founded in the 1950s as a customs fight terminal, the BTC area was completely isolated from the rest of the city and could only be entered with a passport. After the secession of Slovenia from the rest of then Yugoslavia in the 1991, its huge warehouses were converted into shopping halls with parking spaces in between.

BTC's ambition to become a genuine city is becoming increasingly visible, and the city authorities begin to point a finger at BTC, claiming it is emptying the shops in the old centre, that hardly anyone is using the existing cinema, and that new bars and nightclubs are being opened in BTC and not in the city centre. They reproach BTC, the former grey warehouse suburban zone, for its most characteristic feature – its urbanity.

Whilst the city centre enjoys its unchangeable state of mediocrity as a two-day tourist attraction, and is beautiful, has an identity, an atmosphere and a character, in contrast BTC is not beautiful, has no identity, no atmosphere and no character. But the company has ambitions, capital and the will to acquire whatever it takes to become a city. Ultimately, it is urban planner and investor in conjunction.

Today BTC is a place for shopping, doing business, exercising, watching film, eating, holding meetings and so on. A large aquapark with 2,000 square metres of open and covered swimming pools, and entertainment centre with a casino and a new sports complex are now being built. A second, taller office tower is also planned, though it is as yet unclear whether it will house just offices or a hotel as well. Due to the constant growth of capital in BTC, development is gradually covering all available land with new building.

The former warehouse centre, now transformed into a shopping – business-entertainment centre, is frantically “playing city”. A growing number of people spend their

time here, on weekdays and at the weekend, not only throughout the day but also after hours, in the restaurants and bars which, at dusk, become animated with various colours. Yet despite all this, there is still a touch of the suburbs at BTC, because one always goes there with a purpose – to shop, have fun, exercise, work – but never only to walk or as a flaneur. People do not meet their friends here before deciding where to go for a drink. The duration of one's stay at BTC is defined by the duration of one's purpose.

Clearly, BTC is still not a genuine city (though last year it appeared in a book of the country's cities as the only new Slovene city!). But why does it want to become one in the first place? Is it looking for a means of increasing profits once the extensive development and occupation of available land within its own territory has come to an end? How can it encourage people to come here without a purpose, and make them stay and interact among themselves? Would this increased degree of urbanity bring BTC mentally closer to the city centre? Would Ljubljana then have two centres, the old and the new downtowns? Would there be synergy between them? Will they complete each other? Will both centres raise the urban attraction of Ljubljana?

An example of networking in Randstad: Deltametropolis, interaction of territorial and political networks in the Netherlands

Dirk FRIELING

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Deltametropolis is a concept to characterise the interaction of the natural landscape of the Rhine delta and its ongoing transformation as a multicentered European metropolis. A Deltametropolis Association, with members from various public and private organisations, was founded a few years ago to promote this concept as a course of action.

The interaction of public policy and this private association is the subject of this speech. It has four parts. One: how did this concentration of people in a risky natural environment arise? Two: the main territorial networks, water system and traffic system, that structure ecology and economy. Three: the social and political structure of Dutch society and the way this influences spatial planning. Four: interaction of these networks and the role of citizens in the decision processes.

1. Roots

The Netherlands are a delta, border territory between land and sea. Being a border is a handicap as well as an advantage. The handicap is that border areas are periodically devastated, in this case either by the sea from northwest or flooded by the rivers from southeast. The advantage is that delta's offer fertile soils and that river and sea offer opportunities for transport and trade.

The Dutch, throughout their history, have tried to make the best of their handicaps.

In the Middle Ages they started to cultivate and reclaim the floodplains of the delta. At the crossroads of a continental trade route along the Rhine and the inter-continental shipping routes across the sea, they specialised in shipping and became a main trade centre.

The sixteenth century is the seedbed of Dutch society in its present shape. From cultivation of the peat bog did emerge an independent breed of free farmers. Middleclass town dwellers organised International trade by shared ownership of ships, upper classes not being available. As the farmers lived on their own lands, villages were scarce. People went to live in towns earlier and more than elsewhere in modern Europe. This bred a typical urban culture, where citizens are individuals that have civic rights, own property, venture opinions and block public policy should the need arise.

At the time The Low Countries consisted of present day Belgium, Luxemburg and Netherlands. The northern part started life as an independent state in the last quarter of the sixteenth century, calling itself 'The United Provinces'. Formally, this was a confederacy of independent provinces, united only in matters of defense and foreign policy. In practice it soon developed into a federal state under leadership of Holland. These so-called 'united' provinces however were the scene of constant bickering about who should pay the bill. After the French Revolution, paradoxically, the Dutch republic became a monarchy and the role of the provinces diminished. What remained the same is the tension between unity and particularity: rationally we accept the Netherlands as one country but emotionally our lives are centred in our province.

2. Territorial networks

In a delta, water management is necessary to sustain human settlement. One may compare Holland to a large bowl, with water coming in and water going out. Approximately three quarters of water coming in do so by the rivers Rhine and Meuse. The other quarter falls from heaven. Evaporation is of the same size as rainfall. So the Netherlands has to get rid of the water of the rivers to prevent being drowned.

The geophysical dynamics of the system over the last 1000 years consist of a rise of the sea level by one meter and a change in overall slope of the land with the southeast coming up and the northwest going down.

By draining the original peat cushions, then two meters above sea level, the Dutch have deepened the bowl with five meters. In the twentieth century, the defence of this deepening bowl has been stepped up by closing gaps in north and south, reducing its rim to less than half its original size. Up till now, outflow of rivers is still naturally, at low tide. At the end of this century, however, much of it shall have to be pumped out, should we keep the system in its present shape.

Recently central government has embarked on a policy to rethink and reorganise the water system. This policy, however, is restricted to matters of water management as such. The Deltametropolis Association, true to the tradition to make the most of a handicap, has proposed to use this reconstruction of the water system to introduce a Metropolitan Park System. The network of watercourses then may serve as the basis of the main recreational networks for boating, cycling and walking. To bring the message home, the rural centre of Holland, now known as 'Green Heart', is renamed in 'Water Realm'.

In a metropolis the traffic system is conditional for its economy, connecting inter-continental flows with local ones. Its physical backbone consists of a hierarchy of networks for travel, transport and transmission. For internal reasons of efficiency, all

systems are operated independently, using their own networks. Externally this often is cause of inefficiency for its users.

To improve the interconnectedness of urban centres in Holland, the Deltametropolis Association did propose to connect road and rail network and use the connectors as anchor points for urban centres. A hierarchy of these ‘connectors’ can then be distinguished on basis of the amount of people passing through. The hierarchy in connectors is not necessarily the same as the hierarchy in urban centres. With regard to the capacity of the connector some centres are overdeveloped, while others may be underdeveloped. This ‘Deltanet’, with Schiphol Airport as Holland Central Station, will improve optimal performance of networks by replacing random planning decisions of various independent actors by their co-ordinated action.

3. Political network

A famous Dutch poem starts with the sentence “Thinking of Holland I see rivers, passing slowly endless lowland”. This evocation of the Dutch landscape is also a very apt description of its political landscape. The mainstream of Dutch democracy flows through three intertwining political branches: liberals, oriented on the market, socialists, oriented on labour, and christians, oriented on community. Together they embody the three great principles of the French Revolution: Liberty through the liberals, Equality through the socialists and Brotherhood through the Christians. Through them, democracy with its periodical elections sustains a dynamic stability of society.

Democracy seeks to represent voters’ interests, with proof of success in re-election. As voters are registered by their home addresses, the natural focus of politicians in spatial planning is on housing. For that reason, knowledge of the settlement pattern of the constituencies of the mainstream political parties is indispensable to understand Dutch planning policy. Historically, christians are overrepresented in the south and east of the country, socialists in the north and liberals in the west. For socio-economic reasons socialists are overrepresented in cities, liberals in towns and suburbs, christians in villages. Cities and suburbs are mainly in the west, towns mainly in the south, villages mainly in the east and north.

None of the mainstream parties ever is large enough to reign alone, so coalition government is the rule. Between these parties only three coalitions are possible: christian-social, christian-liberal and social-liberal.

Spatial planning is deciding on distribution patterns and intensity of land use. Nationally, it consists mainly of choosing between concentration or dispersal of population on national and regional level. Four policies are possible: concentration on both levels, dispersal on both levels, and either national concentration combined with regional dispersion, or the other way round, national dispersion combined with regional concentration.

Analysis of Dutch planning policy does show that christian-social coalitions will choose a strategy of national dispersal and regional concentration. Christian-liberal coalitions will choose just the opposite: national concentration and regional dispersal. In the exceptional case of a social-liberal coalition the strategy becomes national and regional concentration. These policies can be explained satisfactorily only by their role to strengthen the political base of the coalition partners. As no coalition will stay in power for more than eight years, none of these policies is sustainable. So the fourth possibility, that is dispersal on national and regional level, is Dutch reality. National government may plan, but it is municipal government that eventually decides.

The ineffectiveness of Dutch national planning is bad with an eye to the European Union and the rapid social and economical transformation this engenders. As the Dutch situation is rooted in history and political logic, there seems to be little leeway for change. Central government however has initiated a major change in the Law on Spatial Planning, giving authority to central and provincial government to produce legal landuse plans for their own projects. Up till now this is the exclusive authority of the municipalities and the mainstay of their bargaining power.

The Deltametropolis Association has added a proposal to reunify South- and North-Holland, to create a provincial government responsible for management of metropolitan networks for water and traffic. Throughout history, Holland has been one province, till the political turmoil at the fall of the Republic put an end to it. The political logic of reunifying Holland is that it will improve the performance of Holland as the 'motor of the economy', its role since the birth of the nation four centuries ago. Last year the Association published a preliminary 'Holland Law' to promote this idea. A few weeks ago, the burgomasters of the four main cities and the Queens Commissioners of four provinces published a manifesto imploring central government to create a decisive provincial government for Holland. So things are moving.

4. Interaction of networks and the role of citizens

This analysis of Dutch planning may have clarified its main components. The water network is the cultural component, as the 'natural environment' of the delta in reality is artificial, a piece of art. The traffic network is the economical component, the physical backbone of its role as a continental trade centre. The urban pattern is the social component and as such the focus of political interest. As public authorities are responsible for spatial planning, this one-sided political focus has to be balanced by other forces in society. Here citizens have a role to play.

Choice between different strategies is the essence of democracy. Deciding on common action is the essence of public government. A method to combine these has been developed by the universities of Delft and Amsterdam. It does distinguish between political perspectives and investment projects. The general idea is to let

political parties (instead of government) develop their own perspectives, containing projects to materialise them. Political debate may be on perspectives, but governmental decisions will be on projects. The availability of several perspectives (instead of one) will offer choice to citizens and test their support for its projects. It will also offer the opportunity to government to test the feasibility of projects in different future circumstances. Integrated territorial plans are a valuable tool of management. That value will not diminish if political parties rather than government authorities produce them.

Reinventing Balkan (South-East Europe): City and the new Europe

Milan PRODANOVIC

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The process of transition in South-East Europe, namely Western Balkans had catastrophic consequences of war which left deep marks in the new arrangement of boundaries, identities including the urban processes within towns and cities. The attempt to follow the courses of European integration, understood as the transformation of social processes to accord with parliamentary democracy, market economy and respect of human rights, it is imperative to understand the processes which preceded the transitional circumstances. The urbanisation process in ex-YU very much determined by the circumstances of the specific Yugoslav self management brand of socialism, the framework of social ownership of building land and the contradictions of “elimination of state” (odumiranje drzave) in totalitarian setting. The rapid expansion of Serbian (Yugoslav) cities into the surrounding fields the “illegal building” tolerated by authorities formed the trademark of the urban identity even of contemporary Serbian towns and cities. The state of lawlessness in transition and the during the war the process even more intensified as the source of new identity which represents transition of traditional cultural codes to space and to urban context marking the shift from patriarchal authoritarian – rural to suburban and urban context forming the specific cultural identity.

The need for a new discourse and a new disciplinary framework for the reinvention of the city and of historic spaces within the post-Communist Balkans is self-evident. Spurred by a local desire for stability and inclusion in the global processes, such a project must address issues of both design and communications. It must retheorise the relationship between the artificial and the natural between the normative and the descriptive, and the inner and outer environment – and come up with new ideas about how to link the past with the future. But the fact that fresh memories and remnants of urbicidal tendencies are still present together with a general hostility toward a robust civic life, means that any “reinvention” must begin by persuading citizens of the benefits of civility and its related qualities of life. Also, the reexamination of persistence of concept of “territoriality” as the continuity force in transitional processes via cartographic methods as the means of appropriation of space, is considered as a part of the research agenda.

The contexts for reinventing civil society fall within a wide spectrum, ranging from projects focused on the coexistence of diverse groups, to ones relating to the conduct of “normal” life within a common urban space, to emphasis on the meanings of unity and the collective whole as foundations of common identity. The Cosmopolitan

Charter proposed by Michael Safier as early as 1994, in the midst of urban warfare, for Sarajevo and other Bosnian cities in zones under the protection of the United Nations, advanced the rubric of “cosmopolitan identity” as a basis for conflict resolution. The intent was to initiate a social movement that would bring about a gradual sense of belonging on the part of all urban citizens—a kind of abstract “patriotism” in relation to the multicultural city, based on solidarity with other citizens and a sense of place rather than on ethnic affiliations. The possibility of developing this type of identity, seems remote in a countries in the grip of ethnic groups with a tenacious attachment to clan, kinship, place, and territory. The transformation of consciousness obviously requires a much deeper strategy and longer-term actions.

The open city concept recalls Karl Popper’s idea of the “open society”, which is particularly relevant to the reinvention of a new urban design paradigm. (The notion has even been used successfully as a “brand” by the Open Society Foundation, a non-governmental organisation that has been actively involved in supporting long-term efforts to develop political social and environmental awareness in postCommunist countries.) Also of paramount importance for the concept of civism or civility being put forward here are ideas found in the writings of Lewis Mumford, especially his historical account (in “The Culture of Cities”) of the city as a transmitter of organisational principles in cultural form meaning as a translator of social patterns into symbolic forms. The idea of a culture’s built representations as embodying its traditions of both civil society and multicultural coexistence also elaborated by many of Mumford’s followers is something underdeveloped to date in Balkan architecture but not negligible.

In addition, Manuel Castells’s insights may contribute to the construction of a new urban paradigm specifically, with respect to the rise of the network society in its relationship to the opposing trend, the power of identity, including the rise of fundamentalism as a form of resistance to the pressures of globalisation. From a somewhat different standpoint. Paul Virilio’s considerations on the “information bomb” – the impact of information and communications technology and the new media—may round out a meaningful conceptual framework. But for the Balkans counterproductive—even disastrous—concepts of Francis Fukuyama and Samuel Huntington, exemplified in their notions of “the last man” and “the clash of civilisations”. They can help us to confront the problem of cultural pluralism in a globalising world—which is, it seems, our “postmodern heritage”, with its implicit correlates of interconnectedness, tolerance, and the acceptance of all trends and ideas.

Only rarely have studies of historical myths taken into account their boundary-creating effects. Conversely, the study of identity boundaries has mostly focused on mechanisms other than myth-making. “Myths and Boundaries in South Eastern Europe” examines how historical myths have contributed to the crystallisation of national boundaries in the Balkans, primarily among the South Slavs. Myths and the

relevance of myth-making in politics are well-established fields of social inquiry, as are boundaries and the mechanisms that define them, but they have largely developed in isolation from each other.

The subsequent revival of regionalism in relation to modern architecture, especially the versions of “critical regionalism” defined and promoted by David Harvey and Kenneth Frampton, aided in the formulation of a new model with which to approach issues of the built environment. Inasmuch as such concepts directly address the interplay and tensions between the global and the local, the network and individual identity, high culture and vernacular, they hold significant promise for a region like the Balkans, and may serve as an antidote to the distortions, “humps”: maladies, and regressions that have brought about cultural destruction and finally urbicide.

The strategy of urbicide

The widely used strategy of urbicide carried out in the Balkan war has been further described by Bogdanovic as the deliberate targeting of cities, seeking to destroy the security, public order, civility and quality of life of all their citizens, and damage or destroy the viability and liveability of the city itself. This is a common element of acts of campaigns of terror of all kinds.

The former Belgrade mayor used this term in condemning the destruction of Vukovar (Croatia) in 1991-92 by military and paramilitary forces under the formal and informal command of Slobodan Milosevic and his junta-like collaborators. The urbicidal acts included the attempted “murder” of the city virtually and symbolically; its physical destruction by random bombing, shelling, grenading, and the like; its strangling through denial of food, water, and energy; its terrorising through sniper fire from surrounding hills and bombing of public places; and its ethnic cleansing, displacing populations from their homes by force. The motivation for these deviant acts-related, again, to a fundamentalist way of thinking, is linked to the cultural origins of hatred for the city, traceable to biblical times, and to archetypal feelings of hostility on the part of rural society toward the rise of cities.

But the recent events and their related symptoms also appear as a new kind of urban-rural confrontation, one in which a non-urban (anti-civic) element-specifically a mutant strain of former Soviet “sub-urban” culture-has found an existence within the transitional circumstances of the emergent new geography of world economy and global mobility. It has been facilitated by the popular support lent to the misuse of state power by xenophobic elements using legalised and organised oppressive force.

Proposed paradigmatic themes as the future research agenda:

- neoliberal cities, urban planning, and annihilations of place;
- war as urbicide in the 20th century;

- place annihilation and colonial power;
- urbicide as war on collective and architectural memory;
- popular and media cultures and representations of urban annihilation;
- urbicide, terrorism and the “war on terror”;
- the relations between urbicide and other forms of political violence;
- the reconstruction and resilience of cities.

Third session/Troisième session

Implementing projects and gouvernance/ Mise en œuvre des projets et gouvernance

Session Chairs/ Présidents de session

Miran GAJSEK
Representative of the European Council of Town Planners

Michael ROTH
*Representative of Austria
to the Committee of Senior Officials of the CEMAT*

Virna BUSSADORI
Representative of the European Council of Town Planners

Greater Zurich spatial development concept

Donald A. KELLER

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For the first time there exists now a spatial development concept for the core area of Metropolitan Zurich. The concept was generated in a planning process that lasted more than two years and that engaged more than eighty representatives of the Canton of Zurich, of the City of Zurich and of the six surrounding regions alike. The broad based participatory process was conducted by the Greater Zurich Regional Planning Association, and it was supported as a model project by the Swiss federal government in the context of the Swiss national urban policy.

As is acknowledged, the Zurich area offers a high level in terms of “quality of life”. In respective assessments the state of the environment, the quality of the recreational areas and the level of services provided by both the public transportation system and motorway system figure as decisive factors. They are important for the inhabitants, employees, and visitors, as well as they give the Zurich area a distinguishing profile in international comparisons. The persistence of these achievements is, however, by no means guaranteed. There is a need for continued fostering and improvement. A key task consists of a better mutual coordination of both the development of the urban system and the extension of the transportation system. To achieve coordinated development presents a real challenge to spatial planning in the core area of Metropolitan Zurich because of the strong dynamics that drive urban growth, and particularly because of the large number of actors involved in planning and implementation.

Consequently the purpose of the model project was to bring together and to have reflected jointly on spatial development responsible politicians, administrators and planners in a thus far unique setting. The goal was to create a commonly shared problem view and to put together the fundamental stances that are held on the development of the area covered by the Greater Zurich Regional Planning Association. An equally important intent was to further the co-operation among the major authorities in charge of spatial planning in the core city of Zurich and the six surrounding regions.

The model project launched substantial consideration and analysis of planning issues on all planning levels concerned and provided for extraordinary exchanges of views and encounters across institutional frontiers. There emerged out of this process a draft of a concept which was in turn subjected to a very broad process of consultation among all municipalities and regions affected as well as among the administrative units of the City of Zurich and the Canton of Zurich concerned. As a final result there exists now a “Greater Zurich Spatial Development Concept” that has been approved by the numerous participants of the process.

The Greater Zurich Spatial Development Concept contains three substantive key points. The first is the unanimous consent that spatial development must be steered towards improving, at least maintaining, the current level of “quality of life”. To this end the concept spells out four guiding principles and eleven goals.

The second key point of the concept is the willingness to take on the function as a “Development Motor for Switzerland” in terms of economic growth, innovation and social change. Such a role has been assigned to Metropolitan Zurich by the Swiss national urban policy. It is in this context that goals for considerable demographic growth are set. Referring to the area covered by the Greater Zurich Regional Planning Association an increase of 11% of the population and a growth of 22% of the workplaces is foreseen over the next twenty years.

The third key point introduces an essential spatial differentiation regarding the urban development and the extension of the transportation system: Within a so called “condensing-area” the transportation system is to be adapted and expanded according to the needs of the urban development as it is foreseen. Outside the “condensing-area”, however, the rule is quite opposite: Urban development may only take place to the extent that it can be served by the capacities of the existing transportation system. As “condensing area” has been denoted the core city of Zurich and a development strip extending to the East and West of it.

The process participants who generated the Greater Zurich Spatial Development Concept recommend that it serve as a fundamental for spatial planning at all levels. The concept essentially formulates goals and principles. It is implemented in the course of application. Adopted last spring the concept already serves as terms of reference.

A European network for the urban landscape

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Introduction

This paper draws attention to the fact that there appears to be a problem of perception at certain important levels of policy making as far as the understanding of the urban landscape is concerned. As a consequence of this situation as well as for other important reasons associated with the European Landscape Convention, it goes on to point out the urgent need for a new organisation to promote the urban landscape within the Europe's towns and cities, before introducing a possible model for such an organisation and proposing the first steps which need to be taken to realise it.

The key starting assumption is that the urban landscape needs to be considered as a vital part of the strategic urban infrastructure of our towns and cities and must be treated as such in all policy and plan making activities. While this attitude may at first sight appear to be unremarkable, in certain important respects at least, it might seem to be a controversial if not provocative assertion. Above all, the problem is that to the European Union urban policy makers the urban landscape appears to be largely invisible; to put it another way they seem to suffer from a serious case of institutional blindness as far as the urban landscape is concerned.

1. The role of the urban landscape according to the European Union's and the United Nations' Environment Programmes

The European Union discussion document "Towards a Strategy for the Urban Environment", which was published in January 2004, in response to the call for such a strategy in the 6th Environment Action Programme, identifies four key themes for improving the sustainability of the urban environment. These are:

- sustainable urban management,
- sustainable urban transport,
- sustainable construction, and
- sustainable urban design.

Although it might appear self-evident that a vital component of more sustainable urban areas is the matrix of green and open spaces which permeate our towns and cities, in fact the 56 page consultation document almost completely ignores the urban landscape, devoting a matter of only a few lines to the topic of urban green space,

under the heading of ‘sustainable urban design’. The sum total of the Thematic Strategy’s treatment of the urban landscape is reproduced below:

Green space in a town and city has a strong influence on the quality of life for its citizens. Such spaces provide opportunities for exercise, social interaction, relaxation and peace and quiet. Well managed green spaces, parks and woodlands can become much loved and distinctive features of an urban area. They should be protected and the opportunity for new green areas or other public spaces to be created through the reuse of brownfield land should be considered. Green spaces are also important for urban biodiversity. Urban design should protect important habitats from urbanisation and promote biodiversity by incorporating it into the city’s fabric. Enabling urban citizens to have contact with wildlife is an important way to raise awareness of wider environmental issues.

Commission of the European Communities, 2004, p. 27

In fact, not only is the mention of the urban landscape limited in scope, the significant stress given to its claimed importance for biodiversity as underlined in the above quotation (and taking up almost half of the few lines devoted to the subject), clearly indicates that its central importance for a wide range of environmental issues has not been fully grasped by the policy makers in Brussels. Indeed “Thematic Strategy for the Urban Environment” actually makes an explicit call for a more integrated approach to the subject, while ignoring the potential of the urban landscape as a pre-eminent integrating factor, both physically and thematically, through which to bring together a wide range of urban policy issues in an coordinated manner.

One should perhaps not be unduly surprised by this blindness, however, as this attitude is in fact quite in line with much of the current urban planning orthodoxy on sustainability. The fashionable stress is on the ‘compact city’ and the prevention of urban sprawl. In this context environmental issues are increasingly reduced to matters of land use and transportation, while the implied consequences of ‘densification’ are in fact a double blow to the urban environment, involving both a steady reduction in the amount of green and open space within urban areas coupled with a considerable increase in the pressures of use on that space, and therefore its effectiveness to fulfil its many functions. It would seem that there is a need for a serious change of direction within the European Union on matters of the urban environment.

Luckily this blindness to the importance of the physical urban environment is not shared by all international organisations. Particular mention is due to the fact that the United Nations Environment Programme’s ‘World Environment Day’, which was marked on 5th June 2005, focussed on the subject of ‘Green Cities’, recognising that they are of vital importance to the future of mankind.

2. The European Landscape Convention

The European Landscape Convention, which came into force in March 2004, also offers important hope for the urban environment as a result of its unique approach to

recognising the landscape as a central issue of European policy. It is particularly significant in two special ways, because for the first time:

- it recognises landscape at covering the whole territory of a country, which means that all towns and cities are also to be considered as landscapes, while even more importantly:
- it gives the landscapes of urban and peri-urban areas equal importance with those of rural areas and natural landscapes (and this at a time when even the boundaries between peri-urban and rural landscapes are increasingly difficult to define... see the increasing recognitions of concepts such as '*der Zwischenstadt*' or the '*Città diffusa*' for example).

In order to make quite clear the true significance of this almost revolutionary recognition of the central role of the urban landscape by the Convention, it is useful to re-interpret the text by placing this new emphasis on it in order to become makes its full implications explicit. To do this, all that is necessary is to substitute the words 'urban landscape' for 'landscape' in certain key parts of the text of the Convention.

Thus is Article 6 the European Landscape Convention requires those responsible to:

- raise awareness of all stakeholders in urban landscapes;
- train landscape specialists in urban landscape appraisal and operations;
- provide programmes in urban landscape for professionals in the public and private sectors;
- promote schools and university courses relating to urban landscapes;
- identify, analyse and monitor urban landscapes throughout the territory;
- assess the values of urban landscapes identified by all parties.

The new reading of the text which results from this change of emphasis also draws attention to another important aspect of the Convention: while the signatories to the European Landscape Convention are national governments, the stress on the importance of the urban landscape which it contains puts a significant amount of the responsibility for its implementation on to municipal authorities.

3. Urban landscape research projects

In the international context the European Landscape Convention (Article 8) calls for signatories to:

- pool and exchange experience and research results relating to the urban landscape;
- promote the exchange of specialists in the urban landscape; and
- exchange all relevant information with regard to the urban landscape.

This article clearly calls for some kind of international networking of experts on the urban landscape and it would also seem to address municipal authorities in the first instance. In this context it would be doing an injustice to the European Union to say that they had completely ignored the subject of the urban landscape in recent years. Although it has never been called by this name, a number of relevant research projects were funded under the 5th Framework Programme under the 'Cities of Tomorrow' theme. Through these they have in fact made an important potential contribution to creating just these networks of specialists on the urban landscape that the European Landscape Convention implicitly calls for. The main projects which should be mentioned are referred to here by their acronyms, namely: Grenscom, Bugs, Ruros, Urge and Greenspace and Neighbourwoods. Most of these were coordinated through an additional 'Accompanying Measure' 'Greencluster', and this provided a common framework and a web portal (www.greencluster.org) where links to the project web-sites can be found, as well as having organised a number of joint meetings and workshops.

In addition to these 5th Framework research projects, there have also been at least two important Cost Actions funded in the field of the urban landscape: Cost C11 'Green structure and Urban Planning' and Cost E12 'Urban Forests and Trees'.

Taken together these projects have in fact provided an important basis for the implementation of the European Landscape Convention in urban areas. They all involved the very teams of academics from European universities, research institutions and municipal authorities from across the whole of Europe, from countries as diverse as Finland and Greece, and as far apart as Ireland and Poland which the Convention needs for its implementation. Both individually and collectively these European Union funded projects were responsible for creating networks of specialists and practitioners in the urban landscape and new bodies of relevant knowledge and experience.

There is, however, one small problem with the relationship between the above projects and the practical implementation of the European Landscape Convention in urban areas: just as the Convention is entering the key phase in which efforts need to be made to put it into practice, the funding of all of these projects has finished and none of them are still active. All the teams of cities and experts established through these 5th Framework Projects and the relevant COST Actions have ceased to meet and effectively no longer exist.

Despite this unfortunate fact, the need to take the Convention seriously means that there is an immediate requirement for the aforementioned teams of experts on the urban landscape with the international contacts and experience and for the necessary manpower to achieve the tasks set out in Article 8 of the Convention. There is also a need for mechanisms to allow the required exchange of knowledge and experience to take place, and for the resources and know-how to make this possible. Can a feasible solution to this challenge be found?

4. The LE:NOTRE Project as a practical model for European co-operation

In fact there is one European Union funded project which is still running and which takes the form of the sort of international network of experts on, amongst other things, the urban landscape, which the European Landscape Convention is calling for: the Le:Notre Thematic Network Project in Landscape Architecture. The Le:Notre Project has also developed a proven model for international cooperation of a large number of partners together with the necessary practical tools to make this work. The project is a network of European universities involved in landscape architecture teaching and research. It involves more than 100 partners in more than 30 countries and has been funded through the Erasmus Programme of the Directorate General of Education and Culture. While the initial focus of the programme has been on issues of education within the context of the so-called 'Bologna Process', there is increasing awareness in the part of the European Commission of the importance, both of research within such networks as well as an encouragement to involve stakeholder organisations more closely in the Network. Amongst such stakeholder organisations are municipal authorities, which are major employers of landscape architecture graduates to work in the field of the urban landscape, not to mention the main bodies involved in the implementation of the European Landscape Convention in urban areas. But how else is the Le:Notre Thematic Network Project of interest with regard to the implementation of the Convention?

As in the case of all such international co-operation projects, one of the main opportunities it has provided has been for members of the universities involved in the Network to meet each other at a series of international workshops, in order to exchange information and experience. However, as in the case of the 5th Framework research projects and the Cost Actions (most of which incidentally also involved members from the Le:Notre Network universities), here too the funding from the European Union is finite and the end of the project is always in view, even if it were to be renewed for a second funding period. In the light of the inevitability of this fact, the strategy adopted by the Le:Notre Project has been, alongside the international meetings and workshops, to invest in the development of a increasingly interactive website, through which the international cooperation and the exchange of information and experience can be maintained both between meetings and after the funding has ceased. The public area of the website can be accessed at www.le-notre.org, where further information about the Network members' area – as described in outline below – can also be found.

Over the three years of the project a website has been built which focuses on providing a set of web-based tools for undertaking two major activities which are central to international co-operation: namely communication and the exchange of information. The communication tools include standard items such as a web mail system with

mailing lists, a notice board and discussion forums. The exchange of information is facilitated by a file sharing system allowing data of all kinds to be uploaded to the website and downloaded by members of the Network, but above all it has been focussed on the creation of a series of resource databases. These have been conceived to make it possible for any staff member of a Network university to enter information into the databases, making the whole project focused around a 'bottom-up' approach. This has been not just a matter of the philosophy of the project, but also a necessity dictated by the fact that there has been no central project staff to collect and input information. The critical benefit of the bottom up approach is simply that the project website and its many relational databases is in a position to grow and develop through the activities of the Network members with only a minimal intervention of an central administration.

Databases which have been developed include a directory of universities and of degree programmes, a literature database and a database of design projects, a database of European institutions, environmental policies and projects, or internet links and a complex multi-lingual glossary of landscape architecture terms and concepts involving all the languages of the more than 30 Network members. Both the website and the structure of the project has been organised around a series of subject area and project-based working groups. Staff members of the Network universities have been able to register on the website as members of these working groups, and indeed this focus on individual teachers and researchers with common teaching responsibilities and research interests as the heart of the Network, rather than the institutions themselves, is seen as the key to its long term success.

The number of universities taking part in the project has grown from 73 in the first year to over one hundred at present and it has also involved a wide range of European stakeholder organisations. The LE:NOTRE Project has also generated a wide international interest and has been presented by invitation as far afield as China and New Zealand. In line with the policy of the European Union, the intention is now to involve stakeholders more closely in the project. In particular it would appear to make sense to involve European municipal authorities more closely, above all as there is a clearly identified need for a broad network of experts in urban landscapes through which to support the implementation of the European Landscape Convention in towns and cities.

5. The European urban landscape partnership

For this reason as part of its 'Dissemination Year' the Le:Notre Thematic Network Project in Landscape Architecture is in the process of building on the experience of European co-operation it has developed of the past three years in order to establish a new Network involving both European universities and municipal authorities in order to support the implementation of the European Landscape Convention in urban areas. The logic behind the initiative is clear: there is already a close relationship between

cities and universities in this context. Universities are concerned with teaching theory in the field of the urban landscape and have the education of landscape specialists as their objective, while municipal authorities subsequently employ these professionals and are involved above all in the practical application of the theories. The more than 100 Le:Notre member universities are almost all located in European cities which have the role of implementing the Landscape Convention, and the municipal authorities already cooperate with their local universities in student projects.

There are, therefore, many good reasons for developing a new network to encourage closer co-operation in the field, most of all though is the opportunity offered by the approaches developed through Le:Notre to improve the communication and exchange of information between individuals working in the field of the urban landscape in municipal authorities in different European countries. That this communication can work with great effectiveness has been demonstrated by the Le:Notre website, and it is felt that this experience can now be made available to landscape professionals in Europe's cities. Through this opportunity the requirements of the European Landscape Convention for the exchange of information and experience between experts can be met. In order to make the new network as effective as possible it will also be important to involve both national agencies and ministries with responsibilities for the urban landscape as well as European Governmental Organisations and NGOs. These are the planned members of the new European Urban Landscape Partnership.

The goals of the proposed new Network are as follows:

- the proposed network will have the overall goal of promoting and building on good practice in the planning, design and management of the urban landscapes of Europe;
- a co-operation based on such a partnership is intended to build on the experience, partnerships and achievements of past and existing networks, in particular but not only, the Le:Notre Project;
- it will aim to provide a platform for initiating and strengthening the links between teachers, researchers and practitioners across Europe using the internet to provide a long-term means for exchanging information and enhancing communication.

The Network will have the following aims and objectives:

- to promote general awareness of the importance of conserving and developing urban landscape resources and to inform politicians and the general public on what can be achieved;
- to provide a platform for the informal exchange of information, ideas and experience between individual landscape planning, design and management professionals working to conserve and enhance the landscape of Europe's cities;

- to make available comparative information relating to the planning instruments and standards applicable in different countries and cities and to the current practice of urban landscape planning, provision and management of the urban landscape;
- to promote and disseminate examples of good practice in the planning, design and management of the urban landscape in a form in which they are comparable and easily available to all interested parties;
- to act as an integrating focus for the municipal task of planning, design and management of the urban open space resource as a totality, and thereby to provide a counterbalance to the problems frequently encountered when responsibilities are split between many departments;
- to encourage the preparation of model plans and studies and the development of demonstration projects in the fields of urban landscape planning, design and management in the member cities;
- to stimulate communication and interchange between the professionals responsible for the planning, design and management of Europe's urban landscape working in municipal authorities, and between them and university departments across the continent involved in teaching and research in the field of the urban landscape;
- to make wider and more effective use of the resources available in universities, both in the form of student projects and dissertations for the benefit of Europe's municipal authorities, in order to help tackle both everyday and more complex planning, design and management problems relating to the urban landscape;
- to encourage research collaboration between groups of cities and university departments or consortia, to pool and focus resources available for research, and to disseminate widely the results of research programmes amongst interested universities and municipalities;
- to jointly lobby for better research funding for issues associated with the planning, design and management of the urban landscape.

These goals and objectives are ambitious but certainly feasible if the potential members of the Partnership consider it in their mutual interest to work together to pursue them. There is, however one important question that needs to be asked: given the fact that the European Union's Thematic Strategy for the Urban Environment does not even refer to the 'urban landscape', that the European Landscape Convention is 'only' a convention of the arguably less powerful Council of Europe, and that there are already a number of other European networks of local authorities in existence, is the effort associated with the establishment of a new European Urban Landscape Partnership actually justified?

There are three points here which must be addressed separately. The Thematic Strategy for the Urban Environment is certainly an important document due to its status as a European Union policy document. Here the key issue is perhaps the fact that the Strategy calls for a strongly integrated approach, and although it fails to recognise the importance of the urban landscape, it is the urban landscape which offers a very important basis for such an integrated approach. The European Landscape Partnership must therefore also be seen as having the important additional goal of helping to explain to policy makers that the urban landscape is not just a niche issue concerned with biodiversity and possibly recreation, but that it is a factor central to a wide range of important areas of European Union urban policy.

Secondly, it might perhaps be argued that the European Landscape Convention is ‘only’ a convention of the Council of Europe and European Union policies are much more significant, however that would only be to tell half of the story. While the two organisations have different memberships, there is of course an important overlap. All of the states belonging to the European Union are also members of the Council of Europe, and when one looks at the list of signatories of the European Landscape Convention, this already contains the majority of European Union member countries, and many of these have also already ratified it. In this sense the Landscape Convention could be already said to have the broad and growing support of most European Union member states.

Finally, the argument that there are already a number of European networks lacks validity for two important reasons. To start with there are no networks which place the issue of the landscape as an integrating factor of the urban and peri-urban areas at the centre of their interest in the way that is planned for the European Urban Landscape Partnership, while secondly even such projects as there are which address related issues are necessarily short term in comparison to the vision for the European Urban Landscape Partnership, which is certainly not to be seen as a competitor to any such initiative but rather as a complementary and integrating ‘umbrella’ organisation through which to bring together different and complementary interests in the field.

6. Establishing the partnership: the next steps

In much the same way as the current Le:Notre Project website, it is proposed that the key to the success of the network will be the opportunity it will provide for individual professionals from Europe’s municipal authorities to register as members of specialist working groups within their fields of interest. In this way the people actually working with urban landscape issues in – for example – Munich will be able to find out who their opposite numbers in other cities are – for example Marseilles, Manchester or Milano – and to communicate and exchange experience and information directly with them. It is this level of co-operation, which will be in addition to

the links at the institutional level, which is seen as being the key to both the overall success of the initiative as well as to its long term viability.

At the moment the European Urban Landscape Partnership is an initiative within the context of the Le:Notre Project, but it is intended that the Partnership will be established as a new network in its own right. As a first starting point a new web domain has been registered and the beginnings of a new website have been created at www.urban-landscape.net, where it is already possible for prospective municipal members of the new Partnership to register their interest as members.

The following 'road map' is proposed for the next stages in making the proposed new Partnership for the urban landscape become reality:

- prospective members are called upon to register their interest on the new website (as individuals or city authorities) on-line or to contact the author;
- further support will be sought from existing organisations with interests in the field, including the Council of Europe, the European Union, the Council of Local and Regional Authorities in Europe and other European organisations such as Eurocities in order to develop the project further;
- a joint Seminar to involve university members and practitioners will be held in Vienna in May 2006 within the context of the Le:Notre Spring Workshop in order to launch the new Partnership. Representatives from key authorities from the main European cities will be invited to take part in a series of presentations and workshops in order to develop the concept of the Partnership further;
- baseline funding for this Seminar is included in the budget of the Le:Notre +Plus Dissemination Project, which will run until September 2006;
- further work will be done to develop the new website for the European Urban Landscape Partnership.

Finally, a new proposal for a second Thematic Network Project 'Le:Notre Two' has been submitted to the European Union, in which the theme of co-operation with stakeholder organisations has been stressed more strongly than previously and it is to be hoped that this application will be successful as a basis for the further development of the new joint network. Here too the theme of 'Awareness Raising' which is stressed as an important part of the European Landscape Convention has been given an important role in the new proposal. Whether or not this new proposal is successful, however, the need for the European Urban Landscape Partnership is clear and it will be up to the prospective partners to make sure that the project becomes a success in order that the implementation of the European Landscape Convention can be taken seriously in Europe's towns and cities, which are the landscapes in which the vast majority of the continent's 800 million inhabitants live.

Trieste 2008, projects for a historical town

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Introduction

With the European Union gaining ten new Eastern European member States, Trieste could well become the major city in a vast network of political and economic relations involving central Europe and the Balkans as well as Africa, the Middle East and the Far East.

Trieste is one of the candidate cities (competing against Saragoza and Thessaloniki) to host the specialised Expo in 2008. Compared to the other two candidates, Trieste can count on an extra asset, a major added value: the exhibition site, i.e. the 60 hectares making up the Old Port area. This important, central part of the old town, located between the railway (the railway station and the Venice-Trieste tracks) and Borgo Teresiano (the Maria Theresa quarter, the oldest part of the 18-19th century “foundation town”), is indeed the most interesting and fascinating site to relaunch the town. It is a town within the town, an area that could potentially double the extension of the town centre. Developed in only ten years, this extraordinary urban area is now unresolved, unused and abandoned in spite of the (many) people insisting that it be kept as a centre for port activities which, however, are not compatible anymore with its (land and maritime) facilities. The 19th century layout has strikingly stern, austere, and imperial features, with its main roads (almost like avenues) running perpendicular and parallel to the coastline and reminding of other capital cities. The setting itself looks like theatre scene, a grand display of Blondel-style “urban décor”. The area is also characterised by the neoclassic koiné of old town quarters, beginning with the Old Port area, then with the Theresa and Franz Josef¹ quarters, and finally with the area of the “Lanterna” (Lighthouse) peninsula, outlining a profile that has remained unchanged and surprisingly uniform over the centuries: the Trieste waterfront.

This article attempts to provide a complete picture of the main ongoing projects that were launched in 2001, concerning the transformation and restructuring of the waterfront and Trieste in general.

Projects concerning Trieste

This article deals with four major project themes², addressing them in chronological order per time of planning: the Prusst (Program for Urban Restoration and Sustainable

1. The original eighteenth-nineteenth century quarters.

2. From July 2001 to September 2002, the author was City Councillor for Spatial Planning. In this position, the author promoted, organised and managed, among other things, also the Prusst (Program for Urban Restoration and Sustainable Development) for Trieste, the STU

Development), the International Competition for the upgrading of the Trieste waterfront, the STU (Urban Reconstruction Company) presented to the Ministry of Infrastructure and Transport, and the Master Plan for Expo 2008. These different plans and projects share the same vision of the city, while aiming at transforming and restructuring the logistic set-up of three different areas belonging to the same seafront area.

Although these instruments governing the interventions planned for the waterfront areas differ from one another (some are completely new), they share a common idea of the future look of the city.

The Prusst, called “The re-conquest of the waterfront”³, basically involves the whole centre of the old town and includes both infrastructure and specific projects intended to transform the city, in accordance with current needs. In its “logical complexity”, it is a “meta-project” grouping various projects at different levels.

The Trieste Prusst⁴, a “project-plan” which reconsiders the strategic and infrastructure layout of the city in general, has been the first one (among the projects examined in this article) to actually plan the transformation of the city until the completion of the works in 2014.

The first important work concerns the underground connection, running along the seafront of Trieste, between the old port and the new port. This infrastructure is central to the whole reconstruction “process”, as it is the basis for the entire plan to “re-conquer the waterfront” by freeing the waterfront area from all surface traffic and lending new urban dignity to the areas facing the “train” of 19th century seafront palaces. The most important works for transforming the city are planned along the seafront: first of all, re-styling the seafront as a privileged public space to be used by residents and secondly, performing all the specific operations that have been planned along this area, such as the “Pescheria” (Fish Market), the former “Magazzino Vini” (Wine Warehouse), the Harbour Terminal parking facility.

(Urban Reconstruction Company) that was successfully submitted for funding to the Ministry for Infrastructure and Transport, and the International Competition for the restructuring of Trieste’s waterfront. As an architect, Maurizio Bradaschia is currently involved in the planning activities of the “Strategic Plan” for Trieste, in particular as planner of the Modified Urban Plan for the Old Port Area and of the Master Plan for Expo 2008. These plans and projects are fully integrated with the activities mentioned above.

3. Cf.: Francesca Longo, *Trieste pronta al restyling urbano*, in: *Il Sole 24 Ore Nordest* of 3 June 2002, page 15; Ugo Salvini, *Trieste, un Prusst per il frontemare*, in: *Edilizia e Territorio*, Year VII, No. 22, page 9; Domenico Apicella, *Trieste: un mall per rilanciare l’economia*, in: *Trade BUSINESS* No. 7, July 2002, page 30.

4. The general agreement (art. 11 of the notification attached to the Ministry of Public Works decree 8-10-1998) was signed in Rome, at the Ministry for Infrastructure and Transport on 20 May 2002.

It is a point of reference for the whole city and the planned system of works: from the parking facilities to the reconstruction of public areas, to the restoration/reuse of vacant areas, to the building of new productive areas.

By means of a coherent set of functional interventions, the Prusst aims at upgrading the whole city, especially the waterfront area that starts in the Old Port (the main access to the city), the waterfront facing the old neoclassic quarters and the New Port, and on into the intercity areas bordering the harbour and its buildings.

The planned interventions work together to solve several major problems concerning the urban set-up (bypassing the seafront, but also the problem of parking facilities, the functional restoration of vacant areas, etc.), according to principles of sustainable development.

The works that have been planned in order to achieve the purposes of the program focus on the following cardinal points: mobility, parking and vacant areas.

Most Italian and, in general, European historical towns and cities share these same problems. Being settlements that originated and developed in structure and layout according to the requirements of their time, they are unprepared to bear the weight of the technological infrastructure that modern life demands. They are towns and cities which were conceived as places with no “flows” or technologies, no cars, no road infrastructure or parking areas. Over time they have changed dramatically (almost always negatively) to be able to accommodate new technological infrastructures (from mobile telephone antennae to heating plants), supplementary services and equipment. They are difficult to administer (due to the size and layout of the buildings and road network) and they reluctantly accept to be exploited in new, increasingly dynamic ways. They are towns and cities which are often characterized by the presence of industrial activities that are not consistent anymore with the local residential functions, by the presence of logistically-disadvantaged and often collapsing production facilities, and the presence of degraded areas that need to be reclaimed.

The Programme for Urban Restoration and Sustainable Development has suggested methods of intervention that are consistent with the dispositions of the existing planning instruments. The new rules (Target Law, Prusst, Urban Reconstruction Companies, ‘Patti territoriali’ (Territorial Agreements)⁵, etc.) provide not only a new

5. The Agreement is an instrument that groups different local players in order to carry out coordinated actions in the industrial, agro-industrial, services, tourism, infrastructure sectors (CIPE Decision of 21 March 1997), agriculture and fishing sectors (CIPE Decision of 11 November 1998). It reinforces the joint programming capacities of private and public bodies operating in a local system. The Agreement not only facilitates the investments of member companies, but also promotes: a) the planning of public investments intended for the existing agglomerate production; b) the supply of quality administration services; c) initiatives involving the formal and informal cooperation of private bodies in the capital, goods and labour markets. The initiative

approach to city policies⁶ (the traditional town planning instruments have been replaced by the programs of private/public works), but also the chance, with Prusst, to set forth a coherent policy for the transformation and management of the territory. Indeed, all the instruments that have been identified and are currently being implemented, propose – on all different levels – uniform objectives and directions; in short, consistency at the different levels.

Many projects work together to transform the face of the city, with effects on both the urban layout and the structure of the buildings. Indeed, there are both specific operations and projects affecting wider areas of the territory that cooperate in upgrading the waterfront area of Trieste. The estimated cost of specific public works is around 22.8 million euros, and for the private ones 114.3 million euros.

The winning projects of the international competition for the upgrading of the Trieste waterfront are among the various interventions envisaged by the Prusst specifically for the waterfront area.

Important names, probably the most advanced in contemporary experimentation, took part in the International Competition announced for the upgrading of the waterfront, a pre-selection in which as many as 97 architectural firms participated.

The selected groups produced proposals for what is undoubtedly the most important area in the city of Trieste. The waterfront is the element that unifies the old quarter of

was created by local bodies. There are two main elements of the planning process: a) integration, or the fact that infrastructure and entrepreneurial operations are planned in an integrated manner. The Agreement is the result of a single planning process, which defines the funds for financing all the projects and identifies a single directing body, responsible for the implementation phase; b) widespread sharing of objectives. The Agreement is the result of a meeting of all the local bodies interested in the development of the area: apart from the promoters (local entities, other public bodies operating on a local level, local representatives of the categories of entrepreneurs and workers involved, private bodies); banks and regional finance companies; collective credit guarantee consortiums, the consortiums for industrial development operating in the territory involved in the Agreement.

The Territorial agreement was defined by decree No. 123 of 24 April 1995 (later decree No. 244/95, converted into law No. 341/95) and was included within the measures aimed at promoting local development in the poorer areas of the country. Law No. 662/96 included the Territorial Agreement in the instruments of Negotiated Programming. It is valid throughout Italy. Certain secondary legislative actions later made the Agreement run more effectively. Innovations in management activity were introduced by DM (ministerial decree) No. 320 of 31 July 2000 'Disciplina per l'erogazione delle agevolazioni relative ai contratti d'area e ai patti territoriali' (Discipline for the supply of subsidies involving area contracts and territorial agreements), which redefines the roles and the tasks of responsible bodies, giving them the necessary resources to reinforce, in perspective, its role its role as a development agency.

6. Cf.: Maranzana C., *Sempre piu' complesso. Intervista a Gaetano Fontana*, in: COSTRUIRE No.231, September 2002, pages 36-39. Cfr.: Maranzana C., *Sempre più complesso. Intervista a Gaetano Fontana*, in: COSTRUIRE n.231, settembre 2002, pp.36-39.

the 18-19th century city, the medieval and Roman city and the area of Piazza Unità d'Italia. It is at once a "limit" and a unifying element of urban cohesion, a city address and a centralizing element.

The project to upgrade the waterfront, necessarily bound to become the true centre of the city, is in fact a project which will transform the whole city. The project defines the seaside boundary of the city, i.e. the route that connects the various old quarters of Trieste, but also the privileged point of observation of the *forma urbis*. Like a stage for the city, it is the place where the urban skyline takes shape, the place where historical sedimentation and urban stratification processes have blended together elements from ancient times, the Middle Ages and especially the Neoclassic Period and the 20th century. There are clearly paradoxes and contradictions but these only enhance the elements that are common to this outstanding form of urban coherence. The genesis of Trieste is not so very different after all from that of New York. Established as a foundation town, the city's most striking features are its urban grid, its uniformity, its image of a grand town conveyed by the textures, facades and plans of its buildings, which somehow seem to reflect the urban layout. Despite the large number of architectural "solos", it is not known as the city of this or that building, but rather as the 19th century foundation town which is a mixture of New Orleans (with its row of 19th-century warehouses in the old harbour), New York (with its rigid urban layout), a bit of Naples (in its natural scenery), a bit of Vienna (in the style of its major buildings). It is a city that is Mediterranean and Central European at the same time.

Mario Bellini Associati, Snohetta AS and Diego Botero Cabal & Asociados, Daniel Libeskind, Massimiliano Fuksas, Carme Pinos, Hadi Teherani, Franco Zagari, Carmen Adriani and Giagiacocono D'Ardia, Guillermo Vasquez Consuegra, Odile Decq and Benoit Cornette, Eric von Egeraat, Franco Purini and Laura Thermes, von Gerkan, Maarg & Partner, David Chipperfield, Building Design Partnership e Groupe 6, Joseph Paul Kleihues, Paolo Caputo and Jo Coenen, Boris Podrecca, Fritz van Dongen, Joan Busquets, are the twenty architects invited to redesign the face of the Trieste waterfront⁷.

Twelve of these twenty architects, apart from David Chipperfield whose plan was not accepted as it was not presented on time, have suggested ideas for Trieste that are at once fascinating, pragmatic, realistic and achievable.

7. Cf.: Ugo Salvini, *Concorso a Trieste per il lungomare*, in: Edilizia e Territorio, Year VI, No. 36, pages 1 and 7; *Trieste riconquista il fronte mare*, in: Domus Web, news 5-12-2001; *La riqualificazione del fronte mare di Trieste: i finalisti*, in: Domus Web, news 29.1.2002; Domenico Apicella, *Trieste: un mall per rilanciare l'economia*, in Trade BUSINESS No. 7, July 2002, page 30; *Sei vincitori per le rive di Trieste*, in Dominus Web, news 23 of July 2002; Different authors, *Recuperare la città. Riqualificazione del fronte mare di Trieste*, supplement to Domus No. 851, September 2002 and Fulvio Beltrami, *Sognando Barcellona*, in: Costruire No. 231, September 2002, pages 98-102.

The suggested plans for the area extending from Piazza della Libertà to the 'Lanterna' (Lighthouse) have addressed and solved the obvious traffic problem, enabling vehicles coming from Piazza Libertà to reach the Riva Ottaviano Augusto and the Lanterna area easily, at the same time guaranteeing pedestrian access to the seafront and the architectural quality of the area facing the sea, a heterogeneous portion of city that is 2,100 meters long and includes a complex area, characterised by different architectural and urban styles and buildings.

The plans have redesigned the waterfront following six different themes: the waterfront as a whole, the Ponte Rosso canal (the old canal that enters the quarter dating back to Maria Theresa), the harbour terminal, piazza Venezia, in front of the Pasquale Revoltella Modern and Contemporary Arts Museum, the former 'Magazzino Vini' facing the latter and, finally, the 'Lanterna' peninsula, the urban area that ends the historic waterfront of the city.

The jury, composed of Carlo Tosolini, Sergio Crotti, Pio Baldi, Giuseppe Cristinelli, Giampietro Giovannoli, Livio Sacchi, Giorgio Tamasetti, Alberico B. Belgiojoso, and Umberto Siola, nominated six winners: Franco Zagari for the general project, Hadi Teherani for the Ponte Rosso canal, Mario Bellini for the harbour terminal, Carmen Adriani and Giangiacomo D'Ardia for piazza Venezia, Boris Podrecca for the ex Vini warehouse and Joan Busquets for the Lanterna peninsula.

The plans, all compatible with one another but different in layout and in language, and of very high quality, will soon restore dignity to an area that for too long has not been properly considered. These are plans that, through their diversity, will be able to enrich the image of the 19th century waterfront of Trieste, creating a kind of catalogue or almanac of international contemporary architecture. Belonging to different schools – the Catalan school of Busquets, the Roman school of Adriani and D'Ardia, the Milanese school of Bellini, the central and northern European ones of Podrecca and Teherani – the projects express, as it were, the cultural essence of Trieste, both Mediterranean and Central European, Levantine and Hapsburg, complex by definition.

The general plan by Franco Zagari, refined and practical in its use of precious materials found in local tradition, which provides the building of an underground road bypassing the waterfront, is accompanied by the individual specific interventions intended to re-launch the tourist and cultural image of the city: the Ponterosso area as conceived by Teherani symbolizes a return to life: open to the sea through a moving bridge, it will allow medium-size sailing boats to feature once more in the scenery with their masts and sails, a memory of 19th century images; a repaved area has been conceived to house reception facilities. The harbour terminal designed by Bellini, a kind of contemporary re-interpretation and continuation of the original project by Umberto Nordio, an explicit manifesto of

the theories of Viollet Le Duc, is probably the most impressive project: a huge ship, an early 18th-century glass transatlantic liner will assert its purpose on the Bersaglieri pier. Piazza Venezia, characterised by a texture that blends in with the context and connects the quarter commissioned by Franz Josef to the waterfront, leads to the new building conceived by Boris Podrecca, a peninsula-type structure which will house shops, restaurants and cafes, acting as a meeting place within the area. The Lanterna area, which ends the route, restores the 19th century Lanterna by Matteo Pertsch to its former glory, freeing it from all the ugly extensions and intrusive buildings erected over the years with no precise urban planning. There will be a new island that can be reached via pedestrian bridges, equipped with sun-bathing and swimming facilities, areas dedicated to water sports and, again, equipped with tourist facilities, bars and restaurants.

Bellini Associati, Franco Zagari, Franco Purini, J.P. Kleihus, Boris Podrecca, Snohetta AS and Diego Botero Cabal & Asociados, Hadi Teherani, Carmen Andriani and Giacomo D'Ardia, Eric von Egeraat, Franco Purini and Lura Thermes, David Chipperfield, Building Design Partnership and Groupe 6, Josef Paul Kleihues, Paolo Caputo and Jo Coenen, Frits van Dongen, Joan Busquets, have put forward to the Trieste City Council proposals and ideas for the city of the third millennium. These proposals are vital for a city eager to become once again the capital of a vast area, the centre of Central Europe, a place where cultural and economic traditions interconnect under the new scenario about to actualise with the enlargement of the European Union.

The Urban Reconstruction Company, submitted for funding to the Ministry of Infrastructure and Transport, plays a far from secondary role in the array of initiatives that have been scheduled or are already underway.

The Southern Urban Certification System of Trieste is the theme and title of the Urban Reconstruction Company⁸ promoted by the Trieste City Council⁹, department responsible for Territorial Planning, in April 2002¹⁰, in order to gain access to the funds set forth by law No. 127 dated 15 May 1997 (Urgent Measures to streamline administrative activities and decision-making and control procedures) and by Legislative Decree

8. Cf. Decree dated 6 June 2001, Promotion of urban reconstruction companies (Gazzetta Ufficiale No. 202 dated 31 August 2001).

9. The Urban Reconstruction Companies project was designed with the collaboration/counseling of the Mecenate 90 association (Mr. Ledo Prato) for the general part, the Ricci&Spainio studio (with the co-operation of engineer Franco Korenika and architects Stefano Capocaccia and Laura Clerici) for the town planning part, IZI S.r.l (Mr. Carlo Fuortes and Mr. Stefano Lalli) for the economic part.

10. Cf. City Council Decision No. 12568 dated 19 April 2002, immediately effective, regarding MD (Ministerial Decree) of 6 June 2001: feasibility studies and investigations, town planning for interventions to be carried out by setting up Urban Reconstruction Companies.

No. 267 dated 18 August 2000 (Consolidation Act of the Laws regarding the norms for local authorities)¹¹.

As mentioned above, the subject of the request for funding was to prepare/design an integrated system¹² of interventions for the improvement of relevant metropolitan and residential facilities – both public and private – in unused areas (areas which, having lost their original function, are – or were – in degraded or semi-abandoned conditions, despite their being located inside the city) or in little used areas near the city section of the motorway running along the front of the New Port of Trieste. It somewhat completes what had already been laid down by the other planned interventions: the Prusst projects, the International Competition for the upgrading of the seafront, the reconstruction plans for the Old Port, the projects and plans of the Target Law. It is a synergic completion of and integration between the different areas and functions of the modern city, inside the boundaries of the old town, the harbour areas and the peripheral and intercity areas. The plan involves significant areas of the city and it envisages connecting the ex Gaslini industrial area, now unused, the area of the old incinerator (in need of restoration), and other public residential areas in the immediate vicinities of the city, starting from the Campo Marzio area (the last section of the historic quarters facing the seafront), which was once considered, due to its main characteristics, as the new, natural, city entrance, an intermodal hub.

As mentioned in the introductory remarks, the last and most important work concerning the city of Trieste and also the main subject-matter to this article is the Master Plan for TRIESTEXPO 2008.

11. DL (Legislative Decree) No. 267 dated 18-08-2000, art. 120 considers the subject of Urban Reconstruction Companies, stating:

- Metropolitan areas and towns, possibly with the participation of the Provincial and Regional authorities, may form joint-stock companies in order to plan and carry out operations of urban reconstruction, in accordance with current urban planning regulations. For this purpose Decisions must in any case guarantee that private shareholders of the companies are chosen by means of a publicized procedure.
- Urban reconstruction companies are responsible for acquiring the areas affected by the operations, for reconstructing and selling them. Acquisitions may be carried out by mutual consent or by resorting to expropriation procedures on behalf of the Council.
- The areas for reconstruction must be identified by a Decision by the City Council. This procedure is equivalent to a declaration of public utility, even in the case of areas not to be used for public works. Areas owned by local authorities and affected by the work may be given in concession to the companies.
- Relationships between shareholding local authorities and the joint-stock urban reconstruction companies are disciplined by a convention containing the rights and obligations of the parties involved, the infringement of which causes the annulment of the contract.

12. RFI (Transport Direction for Passenger and Freight Terminals), the Regional Company for Residential Constructions of the Province of Trieste, Friulia S.p.A. (Financial Institute for the Friuli Venezia Giulia Region), the Chamber of Commerce, Industry, Handicrafts and Agriculture of Trieste, the Builders Committee of Trieste, have all agreed to participate in the Urban Reconstruction Company plan.

Being the latest project produced, it solves many of the open questions and aims at becoming the main driving force for the overall growth of the city.

“*Mobility: Sharing Ideas for Progress*” is the theme¹³ chosen by a group of scientists and scholars to represent Expo 2008 in Trieste.

The theme was the starting-point for the preparation of the urban and architectural layout of the exhibition and it was also the underlying idea for the preparation of the Master Plan for Expo 2008. The theme was conceived and divided into sub-themes and per specific topics, as shown below:

- Knowledge infrastructure
 - material and virtual infrastructure;
 - instruments and means of knowledge dissemination;
 - creative solutions for the transfer of knowledge.
- Ideas in space and time
 - technological transfer (inter-sector);
 - adapting ideas to local culture and needs (inter-culture);
 - dissemination of technological solutions for the health, education and social sectors (social);
 - handing down knowledge/experience from one generation to the next (generational).
- Attractors of knowledge and local development
 - think tanks (advanced regions, science cities, local smart economy);
 - geography and functions of advanced regions;
 - cargo ports and passenger ports;
 - the economic role of mobility and infrastructure (roads, railways, ports, cargo and passenger airports);
 - economic growth and cultural osmosis through mutual knowledge of the territory (tourism).

13. The theme, as defined, was conceived on the basis of the information gathered from many detailed discussions, meetings (with scientists, scholars, intellectuals, managers and a great number of normal citizens) and reports, collected by Federica Busa and processed by an interdisciplinary team.

- Smart mobility
 - design and sustainability;
 - environmental quality and social equity through STS;
 - smart applications in mobility (smart cars and motorways);
 - mobility services for spatial development;
 - nanotechnology and motion applications (invisible engines, micro engines, exploratory microprobes).

The city and Expo 2008

Trieste is one of the three candidate cities to host the first “recognised” (specialised) exhibition in the year 2008. Its competitors are Thessaloniki and Saragoza.

The city’s potential is unquestionable. The chosen theme – mobility – perfectly reflects the situation in Italy and in Trieste, especially the many relations that the city has established with a great number of countries¹⁴ and the relations that the latter (mobility of knowledge, above all) have with the scientific community of Trieste.

The project that has been put forward – the Master Plan – concerns the whole of the city in general and the Old Port area in particular, drawing a picture of the future of this part of the city as part of the broader framework of initiatives that are being carried out.

14. The city of Trieste currently hosts about one hundred scientific institutes which maintain a significant number of international relations, in particular with the member States of the Third World Academy of Sciences, the InterAcademy Panel, the Collegio del Mondo Unito (United World College), the Scuola Internazionale Superiore di Studi Avanzati - SISSA (International School for Advanced Studies – ISAS) and the University of Trieste.

At the time of writing, the TWAS has 663 members from 75 Countries, the IAP has 87 member Countries, the United World College has students and teachers from 72 Countries, 61 Countries are represented at the SISSA and the University of Trieste has students from 64 foreign Countries. A total of 115 countries are thus represented.

Trieste-based companies and institutions are co-participants in many agreements for economic co-operation. By way of example, the Trieste Chamber of Commerce, Industry, Trades and Agriculture has 20 agreements currently in force with Albania, Austria, Belgium, Bulgaria, North Korea, Croatia, Cuba, Greece, Yugoslavia, Macedonia, Moldavia, Mongolia, Palestine, the Czech Republic, Rumania, Russia, Slovenia, Slovakia, the United States of America and Hungary.

Trieste hosts the consulates of 40 countries: Austria, Belgium, Botswana, Burkina Faso, Cameroon, Cyprus, Columbia, Croatia, Denmark, Finland, France, Gabon, Germany, Great Britain, Greece, Guatemala, Honduras, Kenya, Latvia, Lebanon, Liberia, Malta, Monaco, the Mongolia, Norway, the Netherlands, Panama, Peru, Poland, Czech Republic, Rumania, Serbia and Montenegro, Slovakia, Slovenia, Spain, the United States of America, Sweden, Switzerland, Turkey and Hungary.

The objective is to restore the Old Port area and return it to the city. Detached from the rest of the city, the Old Port area is fenced in between the railway and the sea, breaking the continuity between the city and its coastline; hence, its strategic position allows to re-establish the continuity of flows and routes along the seafront, connecting the city with the whole of the northern seafront, all the way to Miramare.

The plan – which deals also with specific architectural and town planning issues – was drafted on the basis of careful evaluation, analysis and simulation models¹⁵, which lead to expect 5,000,000 visitors in the three months of the exhibition (June, July, August 2008), with 4,180,000 visitors coming in from the west and 820,000 from the east.

The study of the vast area involved shows how the city is fully qualified to meet the mobility needs as far as the infrastructures are concerned, through the development of the railways, the road network, the Local Public Transport system and the parking facilities.

By way of example, on peak days envisaging the presence of 56,000 visitors/day, the railways alone will be able to move 47,000 people/day, another share of visitors will be coming into Trieste by road (private or public vehicle) and also by sea from the various tourist resorts in the Northern Adriatic Sea.

The analysis indicated that Expo 2008 Trieste Italy will have 90 participants: 60 exhibitors, the Italian Government, 3 National Authorities, 1 Piazza Trieste, 25 international organisations.

Participants will be allocated an average covered space of 500 m² each, located mainly inside the warehouses of the Old Port and equipped with the basic installations needed to house the participants' stands. As they are temporary structures, there is no particular rule concerning the existing limits for the individual buildings. The Italian Government, National Authorities, Piazza Trieste and the 25 International Organisations will have their own reserved areas.

Themed pavilions will be set up.

The Master Plan (drafted in accordance with the town-planning regulations of the Port Authority as accepted by the Trieste City Council) establishes the functional set-up of

15. The analysis that estimates the presence of 90 participants in Expo 2008 Trieste Italy – 60 exhibitors, the Italian Government, 3 National Authorities, 1 Piazza Trieste and 25 International Organisations - is based on the following factors:

- participation in past international exhibitions (Ref. BIE);
- Italy's diplomatic relations with foreign countries (Ref. MAE);
- Trieste's international cultural, economic and diplomatic relations (Ref. CCIAA);
- the attractiveness of the theme;
- national participation.

the Expo and aims to ensure coherence with the original structure of the Old Port as a logical consequence of the urban layout of the whole historical town of Trieste. The project is sustainable in a broad sense, and respects the values of the pre-existing elements of the Port without altering the urban equilibrium.

The Expo project is seen as the opportunity to restore a vacant urban area at the heart of the city, a process of restoration that finds in the Expo its main driving force.

Furthermore, the exhibition grounds are conceived as the area where the theme and its meanings are developed, with the invention of the access points, of the route (it is a single and continuous route, devised with extreme clarity and rigor, unequivocal in guiding the visitor through both internal and external spaces and settings), of the structure and, above all, with the building of the themed pavilions.

The project is organised within the exhibition grounds, covering an area of 25 hectares, where the existing buildings housing mainly the sixty pavilions of the exhibiting countries stand alongside new structures, both permanent and temporary, built to house services and recreational activities, an open-air theatre, open exhibition areas, pavilions for sponsors and, in the Adriaterminal area facing the sea, a Congress Centre connected to an “Intercultural Building”. This multi-room Congress Centre will serve the specific purpose of satisfying the needs of the Expo and, generally, of the whole city: a tangible sign and, in the future, a memory of the Expo experience.

A three-storey underground parking facility, at the centre of the area, will have a capacity of 3,000 parking places.

The outer breakwater facing the Expo area will be put to use as a services area and will have bathing areas on two levels facing the sea, a promenade with accommodation facilities on a higher level, and a platform equipped with stalls and storage facilities for boats.

There will be four main access points to the Expo area. The first, to the north, will be directly connected to a temporary open parking area for cars and buses, with a surface of 85,000 m², for both visitors coming from the north with their own means of transport, and also for visitors arriving from the airport and other locations by bus. This area is included in the Expo services area to the North of the Expo area itself. The “Northern Entrance”, the main access to the Expo, will consist of a reception hall, ticket offices, information points and service areas designed, like the other entrances, according to the expected total number of visitors throughout the three months (5,000,000).

A second access point is situated to the south, towards the city, where a further service area is planned. This access point, the “Southern Entrance”, has a reception area of 2,600 m², a service area (toilets, etc.), a ticket office of 145 m² and an information point of 70 m². A third access point can be found along the reshaped

embankments of the Adriaterminal, an area that can be reached by sea. This is the “Western Entrance”, which also houses a reception area of 2,600 m², a service area (toilets, etc.), a ticket office of 145 m² and an information point of 70 m². The fourth access point is situated in a symmetric position and is a pedestrian entrance of lesser importance, for visitors coming on foot from the city; the size and services of the “Eastern Entrance” are similar to the other entrances.

The urban layout of the Expo area will not undergo any drastic change; the presence of new buildings, such as the reshaped Adriaterminal area, is intended to be a new interpretation of the original 19th century set-up and image of the city, clearly announcing its consistency and congruency with the surrounding environment.

Similarly, the 19th century buildings will be restored through works which, while maintaining their typical characteristics, their main façades and their architectural structure, will enrich their potential by “excavating” light and ventilation shafts that will allow them to be used for purposes other than warehouses for storage.

In view of the Expo, the Old Port warehouses inside the Expo grounds and the services areas will be completely restored. Various structural solutions will be adopted, such as inserting new vertical connection systems (staircases and elevators) and using mainly the ground and first floors for exhibition activities and the top floors for servicing and catering purposes. The upper floors will be equipped with facilities and services, such as restaurants and shops, thus creating a continuous flow of movement between the various floors. Some guided routes will be created also on the upper floors. The top floors of the existing buildings have been conceived as panoramic areas over the Expo and more generally over the whole city. All the floors that will be used will be provided with the equipment required to make the spaces easily adaptable to the exhibition functions and purposes at zero cost.

The northern and southern Expo service areas are included in the general plan; the plan envisages the overall urban transformation and restructuring of the areas concerned according to Expo and after-Expo needs.

The Master Plan project was drafted in compliance with the existing laws and, in construction terms, with the provisions set forth in the document containing the modifications to the Town Plan for the Old Port, which is currently being drafted.

To the north, in the immediate vicinity of the Expo grounds, the plan is to upgrade the area of Basin 0, with the construction of a hotel, a Marina and related facilities. Behind this area, the work to rebuild warehouse 26, the biggest of the warehouses in the Port, has already started. A general restoration plan has been designed, including a city park, a residential area and bathing facilities, sport and recreational facilities, towards Barcola, where an area of 85,000 m² has been designated for a parking place

serving the Expo (it is an immediate parking area for visitors who, from here, will be able to access the exhibition areas extremely easily and rapidly).

To the south, towards the city centre, the areas inside and outside the Old Port will be restored according to a single project for restoring the old town and rationalising access and mobility.

The system of “entrances” to the Old Port will act as a new focal point for the city, operating as bus and coach terminals, freeing Piazza della Libertà from this function. The traffic system will also be reviewed to meet the needs of both the Expo and also the future layout of the city.

After the Expo

The Expo area is destined to become immediately, once the event is over, the new heart of the old town, as well as the new monumental entrance to the city.

Once the temporary pavillons, and all the ephemeral components of a temporary event such as the Expo, have been removed, the historical and the newly built buildings will bring back to life the area of the Old Port as the centre of the town.

A very diverse range of functions are intended for the historical warehouses (functions will vary according to any specific requests to use the areas concerned and any concessions that will be granted), from collective spaces, to reception areas, to business areas (offices), residential and commercial areas and for public functions. Among other things, the Fair of Trieste will be established there, along with research and University facilities (such as Faculty premises and various university services) and spaces for cultural events (exhibition halls, galleries, etc.).

The new Congress Centre and Intercultural Building will remain on the existing Adriaterminal, both as a crucial service to the city and as a reminder of the Expo, an Expo that aims also at strengthening the dialogue and the exchanges between peoples and cultures, in a city that has made this issue one of its main *raison d'être*.

The open spaces will be put to use as urban areas and exploited according to their different types and position: the waterfront areas will become walkways and public recreational areas; the areas within the blocks will become typical city centre urban environments, equipped with all the services and functions necessary to bring the Old Port quarter back to life; the area of the breakwater, accessible on foot, will maintain all the characteristics and functions already in place for the Expo, satisfying the great demand for areas for water sports, moorings, bathing areas and seaside tourism facilities.

The new access road to Trieste will run between the second and third row of buildings (from the sea); it will be a monumental road, a new privileged access that will

matches the image of the city. A road will be built reserved for local public transport towards the east, after the third row of buildings.

The service areas to the North and South of the exhibition grounds have also been designed and conceived so that they can be immediately reused.

Basin 0, located immediately north of the Adriaterminal area, will maintain its hotel accommodation functions and will partially be reconverted into a Marina and equipped with boating facilities. The same goes for warehouse 26, under reconstruction at the time of writing: it is destined for a mixed use with functions connected to Education and Public Functions.

The northern services area, currently occupied by the Barcola embankment, will become a residential area within the greater city park open to the public. This park will have all the services required to make it the great recreational area of the Trieste of 2015.

Closing session/session de clôture

**The spatial and landscape guidelines of
sustainable development of Armenia/
Les lignes directrices pour
le développement durable concernant
le territoire et le paysage de l'Arménie**

General conclusions/ Conclusions générales

General conclusions

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As conclusions can never be truly final, we shall attempt here to set out some remarks, observations and comments prompted by what has been said and discussed during the Seminar and which we regard as essential and useful to potential users of the proceedings of this interesting academic event.

First of all, by way of a quantitative assessment of the Seminar, we can start by giving some figures relating to the papers presented and the speakers present as well as to the ordinary participants, whose presence has greatly facilitated dialogue and contributed to a real debate on the issues forming the subject of the Seminar. This active participation was in fact very representative and very varied in both geographical and cultural terms. Not including the opening addresses given by the organisers at the start of the Seminar, there have been 26 speakers from over 22 different countries in Europe (in other words, nearly 50% of the Council of Europe member states). 150 people were registered on the list of participants.

Moving to a qualitative evaluation and the thematic structure of the Seminar, the following points may be stressed. The central theme, “Urban management in networking Europe”, is a highly topical and important issue. Indeed, with the rampant computerisation of society, networks of towns and cities today constitute a reality/factor which strongly influences all aspects of planning and urban development. More specifically, one of the key aims of the Seminar was to highlight the various aspects of modern urban management not only from a theoretical but also from a political and practical standpoint. These aspects correspond to the three sessions of the Seminar around which the presentations and discussion were focused.

The first session, of a more or less theoretical nature, dealt with the well-known concept of polycentrism (a concept prevalent in Europe in the last decade), combined with the relationship between the two ends of the spatial scale: the global and the local, as embodied in the term glocal (from global – local). The second and third sessions concerned, respectively, “visions” and “implementation projects and governance”. Case studies were presented at the sessions, showing good examples of urban projects in various cities, regions and countries. Via these examples, it was possible not only to consider what means and mechanisms are used today for

Conclusions générales

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Comme il n'y a jamais de conclusions vraiment finales, nous tâcherons ici de présenter quelques remarques, constatations et commentaires, issus de ce qui a été dit et discuté durant le Séminaire et que nous considérons comme essentiels et utiles pour l'éventuel usager des Actes de cet événement scientifique intéressant.

Tout d'abord, à titre de bilan quantitatif du Séminaire, nous pouvons commencer par la présentation de quelques statistiques relatives aux communications effectuées et aux orateurs présents aussi bien qu'aux simples participants dont la présence a largement facilité le dialogue et contribué à un véritable débat sur la problématique du Séminaire. En fait, cette participation active fut très représentative et très variée tant géographiquement que culturellement. Sans compter les discours d'inauguration effectués par les organisateurs au début du Séminaire, 26 orateurs sont intervenus, provenant de plus de 22 pays différents du continent européen (c'est-à-dire presque 50 % des pays membres du Conseil de l'Europe). Quant à la liste des participants, 150 personnes ont été enregistrées.

En ce qui concerne l'évaluation qualitative et la structure thématique du Séminaire, il est possible de souligner les points suivants. Le thème central « La gestion urbaine dans une Europe en Réseau » est une question vraiment d'actualité et de grande importance. En effet, les réseaux de villes constituent aujourd'hui, avec l'informatisation galopante de la société, une réalité / facteur qui influence fortement tous les aspects de l'aménagement et du développement urbain. Plus particulièrement, au travers de ce Séminaire, un des objectifs essentiels fut de mettre en exergue les divers aspects de cette gestion urbaine tant d'un point de vue théorique que politique et pratique. Ces aspects correspondent aux trois parties-sessions du Séminaire autour desquelles se sont concentrées les présentations et le débat.

La première partie (session), plus ou moins théorique, se réfère à la fameuse notion du Polycentrisme (un concept dominant ces dix dernières années en Europe) combiné avec la relation entre les deux extrémités de l'échelle spatiale: le Mondial et le local ce que nous rappelle le terme anglo-saxon glocal (du global – local). La deuxième et la troisième partie concernent les perspectives et la mise en œuvre des projets et la gouvernance. Lors de ces sessions des études de cas furent présentées, montrant de bons exemples de projets urbains dans différentes villes, régions et pays. Au travers de ces exemples, il a été possible non seulement de considérer quels sont de nos jours les moyens et mécanismes de réalisation mais plus encore d'apprendre au travers des

implementing policies, but also to learn from the mistakes of others. We should also note the great importance of the concept of governance, used in the last session, because it ultimately constitutes an innovative mechanism, a social innovation analogous to those introduced in other fields (technology etc).

Documents

It should also be mentioned that the speakers at the Seminar used many reference documents. These are documents which play an important role in the planning process.

They are basic documents which are regarded virtually as gospel by all decision-makers (politicians and civil servants at all levels of government) as well as by the planners involved in the town and country planning process in Europe:

- the European Spatial Development Perspective (ESDP),
- the Guiding Principles for Sustainable Spatial Development of the European Continent,
- the Council of Europe's Ljubljana Declaration on the Territorial Dimension of Sustainable Development,
- the Council of Europe's European Landscape Convention,
- the Athens Charter of the European Council of Town Planners,
- the European Urban Charter (of the Congress of Local and Regional Authorities of the Council of Europe).

Since it is impossible to comment on each of the presentations individually, we shall now look at the main issues and themes raised by the speakers during the three sessions.

First, however, it should be stressed that all the presentations were interesting, and even excellent, whether they were case studies or presentations of a more theoretical nature. They brought out the somewhat different perspectives and sometimes contrasting issues emerging today in the different countries of Europe or within the same country. One example of this is the Netherlands, where extremely varied attitudes and spatial policies can be seen within a relatively small national territory. Furthermore, the statements and ensuing discussions not only enriched the debate but also revealed a common denominator in policies – some hidden aspects concerning concepts – and in the underlying ideologies with their successes and failures.

erreurs commises par les autres. Il faut de plus noter le poids particulier du concept de Gouvernance, utilisé dans cette session, car il constitue finalement un mécanisme innovateur, une innovation sociale analogue aux innovations pratiquées dans d'autres champs (technologie...).

Documents

Il est également nécessaire de mentionner que de nombreux documents de référence furent utilisés par les orateurs du Séminaire, documents qui jouent un rôle important dans le processus de planification.

Ce sont des documents de base qui constituent en quelque sorte les «évangiles» pour tous les décideurs (hommes politiques et fonctionnaires à tous les niveaux de l'administration) mais également pour les planificateurs qui sont impliqués dans l'«aventure» de l'aménagement du territoire, de l'urbanisme et du développement spatial des villes et des campagnes européennes:

- le schéma directeur de l'espace communautaire (SDEC),
- les Principes directeurs pour le développement territorial durable du Continent européen,
- la Déclaration de Ljubljana sur la dimension territoriale du développement durable du Conseil de l'Europe,
- la Convention européenne du paysage du Conseil de l'Europe,
- la Charte d'Athènes du Conseil européen des urbanistes,
- la Charte européenne des villes du Congrès des pouvoirs locaux et régionaux du Conseil de l'Europe.

Etant donné qu'il est impossible de procéder à un commentaire, une à une, de toutes les présentations, nous allons aborder maintenant les principales questions et thèmes soulevés par les orateurs au cours des trois sessions.

Auparavant cependant, il faudrait souligner que toutes les présentations furent intéressantes voir même excellentes, qu'il s'agisse des études de cas ou bien de présentations plus théoriques. Elles ont mis en évidence les optiques quelque peu différentes et les problématiques – parfois opposée – qui se développent de nos jours, au sein des différents pays du Continent ou encore dans un même pays. Tel est le cas des Pays-Bas où dans un espace national relativement restreint, on observe des attitudes et politiques spatiales extrêmement différenciées. De plus, les interventions et la discussion qui fit suite, ont enrichi le discours mais également révélé le dénominateur commun tant des politiques – certains aspects cachés concernant les concepts – que des idéologies sous-jacentes avec leurs succès et leurs échecs.

Concepts (ends and means)

First of all, the main concept in the theme of the Seminar, the “urban network”, is a novelty in the field of urban policy because, basically, it is a new approach in a Europe in which 80% of the population lives in urban areas. However, the number of human beings living within the boundaries of cities or regions is not a real problem. It is the way people use these areas – the “functioning” of space in the wider sense of the term – which engenders difficulties (and this applies to all levels, from the local to the continental and the global). This is the real challenge for today’s urban planners, who would genuinely like to help urban societies to improve their spatial management by laying the emphasis on quality rather than quantity.

The most extensively analysed concept during the Seminar was that of polycentrism, but particular attention was also focused on similar and complementary concepts such as “spatial equilibrium” and “territorial cohesion”, which reflect the objectives of spatial planning in Europe over the last few years. It is these concepts that we shall be commenting on below.

To judge from the first session’s presentations, polycentrism – advocated by some, contested by others – remains a vague and even ambiguous concept, whose scientific definition is neither clear nor really complete. It means “different things to different people and at different levels” (Robert Kragt). Despite all that, this concept is considered useful and even operational (Peter Mehlbye). It is therefore pointless to look for absolute definitions because, ultimately, it is better to be approximately right than to be precisely wrong. It is not the first time in the history of terminology and knowledge that a concept with an unclear scientific definition is “exploited” – in the positive sense – as a guiding principle. It is a concept which must provide support for spatial planning policy. Every policy comprises elements and aspects that are not scientific and, to some extent, becomes a true “art”, which, according to the great author T.S. Eliot, is the solution to problems which cannot be formulated clearly before they have been solved.

Polycentrism also reminds us of, and suggests a comparison with, another concept, that of “decentralisation”, which was overused in the 1970s and 80s but is somewhat neglected today. However, the difference between polycentrism and decentralisation lies in the fact that the latter always presupposes a “centre”, a powerful “pole” which must be broken up into several pieces or multiplied (to ensure an appropriate distribution of development over a given territory), whereas polycentrism signifies a dynamic process whereby it is possible to bring about the emergence of new centres, in line

Concepts (objectifs et moyens)

Tout d'abord le concept principal du thème du Séminaire, le « réseau des villes », est une nouveauté en matière de politique urbaine car au fond il s'agit d'une manière d'agir dans une Europe où 80 % de la population vit dans les centres urbains. Cependant le volume des effectifs humains au sein des espaces donnés des villes ou des régions, ne constitue pas un vrai problème. Ce sont le mode d'utilisation de ces espaces par les hommes, le mauvais « fonctionnement » de l'espace – au sens plus large du terme – qui engendrent des difficultés (et cela s'applique à toutes les échelles, du local au continental et au mondial). Tel est le véritable enjeu pour les urbanistes d'aujourd'hui, qui souhaiteraient réellement aider les sociétés urbaines, en vue d'améliorer la gestion de leurs espaces, en mettant l'accent sur le qualitatif plutôt que sur le quantitatif.

Le concept le plus analysé au cours du Séminaire fut celui du polycentrisme, mais également, une attention particulière fut portée sur les notions similaires et complémentaires telles l'« équilibre spatial » et la « cohésion territoriale » qui expriment les objectifs de la planification spatiale en Europe ces dernières années. Ce sont ces concepts que nous allons commenter ci-dessous.

A partir des exposés de la première session, le polycentrisme – défendu par les uns, attaqué par les autres – demeure encore un concept vague, flou, voir même ambigu, dont la définition scientifique n'est ni claire ni vraiment complète. Il signifie « différentes choses pour des gens différents et à des échelles différentes » (Robert Kragt). Malgré tout cela, ce concept est jugé utile et surtout opérationnel (Peter Mehlbye). Il est alors inutile de chercher des définitions absolues car, finalement, il vaut mieux être approximativement juste au lieu d'être précisément faux. Ce n'est pas la première fois dans l'histoire de la terminologie et du savoir qu'une notion mal définie scientifiquement est « exploitée » – dans le bon sens – comme un principe directeur. Enfin il s'agit d'un concept qui doit venir soutenir la politique d'aménagement spatial. Or toute politique comprend des éléments et dimensions non scientifiques et devient dans un certain sens, un véritable « art » qui, selon le grand écrivain T. S. Eliot, « résout les problèmes qui ne peuvent être formulés avant d'être résolus ».

Le polycentrisme nous rappelle aussi et suggère la comparaison avec un autre concept, celui de la « décentralisation » sur-utilisé durant les années 1970 et 1980 mais un peu délaissé aujourd'hui. Cependant, la différence entre le polycentrisme et la décentralisation se situe dans le fait que cette dernière présuppose toujours un « centre », un « pôle » puissant qui doit être « éclaté » en plusieurs morceaux ou multiplier (pour qu'on puisse avoir une distribution et une diffusion tolérable du développement sur un territoire donné) tandis que le polycentrisme représente un élan, un processus grâce auquel il est possible de faire émerger de nouveaux centres, selon un

with a “bottom up”, not a “top down”, model. In other words, it is a question of method, a different way of seeing things, in the sense that it is possible to have a poly-centric spatial structure without first going through a centralised structure.

Turning now to the means and process of planning, a distinction is drawn between two (ideologically opposed) types of concepts which serve as working tools for planners and developers. On the one hand there is “competition”, “competitiveness” and “urban marketing”, and on the other “governance”, “three-way partnership”, “synergy”, “solidarity”, interregional or transnational “co-operation” etc, which are the key words for the development and implementation of a spatial development policy. Some more specific terms may also be mentioned, such as “gateway cities” or “brain ports”. These are new terms from a body of literature – both political and scientific – which has grown up over the last few years and which might at a stretch be regarded as a form of “useful verbalism”, or a certain tendency to embellish reality when, in practice, it is difficult to change it.

However that may be, the problem is to reconcile the two “paths”, the two methodological processes towards sustainable development, something which is extremely difficult, if not impossible. Consequently, the question we have considered above constitutes, in our view, the fundamental contradiction of the Seminar, and one that is in fact very fertile and rich in results because the real issues are always contradictory. The proof of this is the lively debate that took place during the Seminar.

Policies

The “eternal” problem of planning in all its forms is how to turn scientific theory into a politically feasible vision. Hence, one of the questions asked very frequently by the speakers was the following: Where do we stand, where spatial management in Europe is concerned, in these early years of the 21st century? (Kalle). A few years ago the European Union launched the Espon (Oratre) programme, which is an excellent tool for obtaining the knowledge needed to intervene and carry out rational spatial planning. But what was, and what is, its impact? Similarly, what is the future of spatial planning at European Union level? (Frank d’Hondt). Will a new (2nd) ESDP be drawn up? Answering this pressing question, Peter Mehlbye of the Espon co-ordination unit says:

The question does not arise for the time being. We shall see in 2007 when Espon has produced visible results.

modèle « du bas vers le haut » et non pas « du haut vers le bas ». En d'autres termes, il s'agit d'une question de méthode, une autre façon de voir les choses dans le sens où il peut y avoir une structure spatiale polycentrique sans passer auparavant par une structure centralisée.

En ce qui concerne maintenant les moyens et le processus de la planification, on distingue deux types de concepts (idéologiquement opposés) qui servent d'outils de travail pour les urbanistes et les aménageurs. Il y a alors d'une part la « compétition », la « compétitivité » et le « marketing des villes » et d'autre part la « gouvernance », le « partenariat tripartite » la « synergie », la « solidarité » la « coopération » inter-régionale, transnationale etc qui sont les mots clés pour l'élaboration et la réalisation d'une politique de développement spatial. On peut citer également des termes plus spécifiques surtout anglais tels les « gateway cities », « brain ports », etc. Il s'agit de nouveaux signifiants provenant d'une littérature – à la fois politique et scientifique – qui s'est développée au cours des dernières années, qui pourrait être considérée, à la limite, comme un « verbalisme utile » ou une certaine tendance à l'embellissement de la réalité lorsqu'il est en pratique difficile de la changer.

Quoi qu'il en soit, le problème qui se pose est de réconcilier les deux « chemins », les deux processus méthodologiques vers un développement durable, chose qui est extrêmement difficile voir même impossible. Par conséquent, la question que nous avons envisagée ci-dessus constitue, selon nous, la contradiction fondamentale du Séminaire qui d'ailleurs est très fertile et riche de résultats, car les véritables questions sont toujours contradictoires. La preuve en est le vif débat qui eut lieu au cours du Séminaire.

Politiques

Le problème « éternel » de la planification, sous toutes ses formes, est comment transformer la théorie scientifique en une vision politique réalisable. Ainsi une des questions qui fut posée très fréquemment par les intervenants fut la suivante: Où en sommes nous, en ce qui concerne la gestion de l'espace en Europe, en ce début du XXI^e siècle? (Kalle). L'Union européenne a lancé, il y a quelques années, le programme Orate (Espon) qui constitue un outil excellent pour obtenir le savoir nécessaire en vue d'une intervention et une planification rationnelle de l'espace. Mais quel fut et quel est son impact ? De la même façon, quel est le futur de l'aménagement du territoire au niveau de l'Union européenne? (Frank d'Hondt). Va-t-on élaborer un nouveau (2^e) SDEC (Schéma directeur)? En répondant à cette question pressante, Peter Mehlbye – responsable de coordination de l'Orate– affirme:

La question ne se pose pas pour le moment. On verra en 2007 quand l'Orate aura débouché sur des résultats visibles.

But then, where planning is concerned, virtually the whole first decade of the 21st century will have been wasted! It really seems that after the efforts made in the 1990s (drawing up of the ESDP), and especially after the year 2000, a silence or a kind of inertia prevails in the upper echelons of the European Union, which is unjustifiable when you consider the experience gained in the 1990s. Instead of a speeding up, we have seen a slowing down. Let us hope that, between now and 2007, there will be something new to report (i.e. political action, and not merely monitoring) in the European Union of the 25 (or the 25+4).

On this point (the continuation of planning projects at interregional or transnational level), the presentations by some speakers (Walther Stöckl, Inge Brørs, Miran Gajšek) showed that much remains to be done in certain large expanses (“macro-regions”) of the wider Europe, from the Azores to the Urals and Cyprus. In our view, the drawing up of spatial development plans in the different macro-regions, ie regionalisation of the ESDP, is the best way of continuing spatial planning in Europe in this decade.

Here is a promising way of taking the history of the ESDP a little further. The real motive behind the planning of large spatial units is to be found in what might be called the “third way” of European spatial policy. This is a cautious position between two extremes: on the one hand, spatial planning carried out and run by Brussels (bureaucratic, therefore), and on the other, co-ordination of national spatial planning policies. In this connection, attention should be drawn to the Council of Europe’s constructive role and the major contribution made by CEMAT, which has launched several campaigns on planning and the environment, organising conferences, Seminars and other gatherings.

Dialectics

On the question of territorial scales, we may refer to the process mentioned by Ann Bogan, which is summed up in the slogan “A national spatial strategy with regional guidelines”, which means that planning is not a one-way process. One can and must always work in both directions: from the local to the regional and national/supranational and vice versa. A strategy and overview must be promoted at the higher levels, together with sound management at the lower levels, by a dialectical and stepwise process. As classical Greek philosophy teaches us, the way to approach a problem is always: thesis, antithesis, synthesis.

Dialectic logic is also present with regard to mobility and transport, whose role is vital to the territorial cohesion and urban growth of the large European regions and the different spatial levels. Whether at regional or city level, vehicle traffic raises

Mais alors en matière d'aménagement, presque toute la première décennie du 21^e siècle aura été perdue ! A vrai dire il semble qu'après les efforts des années 1990 (élaboration du SDEC) et surtout après l'an 2000, un silence, une sorte d'inertie, règne dans les « états majors » de l'Union européenne, non justifiable si on prend en compte l'expérience acquise durant les années 1990. Au lieu d'accélérer le mouvement, on a ralenti. Espérons que, jusqu'en 2007, on aura quelque chose de nouveau (c'est-à-dire action politique et non seulement monitoring) au niveau de l'Union européenne des 25 (ou des 25 + 4 pays).

Sur ce point (la continuation des projets d'aménagement au niveau interrégional, ou transnational) les présentations de plusieurs orateurs (Walther Stöckl, Inge Brørs, Miran Gajšek) ont montré qu'il reste beaucoup de choses à faire dans certains grands espaces (« macro-régions ») qui composent le territoire de la grande Europe, depuis les Açores jusqu'à l'Oural et Chypre. A notre avis, il semble que l'élaboration de plans de développement spatial dans les différentes macro-régions, c'est-à-dire la régionalisation du SDEC, soit la meilleure façon de continuer l'aménagement du territoire en Europe durant cette décennie.

Voilà un chemin prometteur pour aller un peu plus loin dans l'histoire du SDEC. Le vrai motif de la planification territoriale des grands ensembles spatiaux consiste dans ce que l'on pourrait appeler « la troisième voie » de la politique spatiale européenne. Il s'agit d'une position prudente entre deux extrêmes: d'une part un aménagement du territoire fait et dirigé par Bruxelles (donc bureaucratique) et d'autre part une coordination des politiques nationales d'aménagement spatial. A ce niveau, il faut souligner le rôle constructif du Conseil de l'Europe et la contribution importante de la CEMAT qui à plusieurs reprises, a lancé des campagnes pour l'aménagement et l'environnement en organisant des conférences, séminaires et autres rencontres.

Dialectiques

En ce qui concerne la question des échelles territoriales, on peut évoquer le processus mentionné par Ann Bogan en utilisant le slogan « Une stratégie spatiale nationale pour des lignes directrices régionales » ce qui veut dire qu'il n'y a pas de sens unique en planification. On peut et on doit toujours procéder dans les deux sens: du local vers le régional et national/supranational et vice versa. Il faut promouvoir à la fois, une stratégie et une synthèse aux niveaux supérieurs et une bonne gestion aux niveaux inférieurs et ce, selon un processus dialectique et par pas successifs. Aborder un problème signifie toujours: thèse, antithèse, synthèse comme nous enseigne la philosophie classique grecque.

La logique dialectique est aussi présente en ce qui concerne la mobilité et les transports, dont le rôle s'avère primordial pour la cohésion territoriale et la croissance urbaine des grands espaces européens et les différents niveaux spatiaux. Tant au

problems which lead to a real vicious circle: the building of new road infrastructures – especially intra-urban – leads to new traffic congestion. More road traffic leads to the building of new roads. The more you open the “tap”, the more the water runs, and so on. Here again, the dialectic approach can be applied.

Furthermore, the transport system influences and modifies the accessibility of remote and disadvantaged regions, but not always in a positive way. Its effect is often negative because, between weak and strong, it is strong which prevails, centripetal forces over centrifugal forces. Experience has shown us that transport infrastructures always lead to concentration if there are no other policies aimed at restoring equilibrium. Here we can see the important role of spatial planning as a public interest policy.

Boundaries

Urban planning and development often come up against problems concerning boundaries of all kinds: geographical, cultural, racial, religious, administrative, legal etc. Fernando Tapia and Markella Hadjida referred to cases of cities which are near or even on borders and therefore strongly influenced by them. San Sebastian (Spanish city opposite Biarritz in France), Nicosia (capital of Cyprus), Jerusalem (Israel), Berlin (Germany), Belfast (Northern Ireland) and less well-known cases such as Gorizia (border town between Italy and Slovenia) are typical examples of towns and cities close to, or divided by, borders, which require specific and more elaborate spatial planning and management. Not to mention, of course, the often insuperable barriers that exist in our towns and cities in the form of social exclusion, poverty etc, which it is absolutely essential to remove by means of integrated policies.

Practical application

As already mentioned, there is often a gulf between theory and implementation, between policy and its practical application. In fact, there is a great discrepancy between action plans and programmes from one country or region to another and, depending on the political and administrative system, within the same country, something to which Robert Kragt refers. It is the fundamental antinomy of planning which reduces its effectiveness. For example, there is much talk today about environmental protection and quality of life, but we see that rapid, uncontrolled urban development leads to destruction of the landscape and the natural and cultural heritage. The representatives of the political systems of the countries of democratic Europe, and those they represent, lack the means to resolve these problems.

niveau de la région qu'au niveau de la ville, la circulation des véhicules pose des problèmes qui conduisent à un véritable cercle vicieux: la construction de nouvelles infrastructures routières – surtout intra urbaines – conduit à une nouvelle congestion du trafic. Plus de trafic routier conduit à la construction de nouvelles infrastructures. Plus on ouvre le « robinet » plus l'eau coule et ainsi de suite. On trouve une fois encore ici l'application de la démarche dialectique.

De plus, le système de transports influence et modifie l'accessibilité des régions éloignées et défavorisées mais pas toujours dans le bon sens. Son action est souvent négative car entre le faible et le fort, c'est le fort qui l'emporte, les forces centripètes au détriment des forces centrifuges. L'expérience nous a montré que les infrastructures de transports conduisent toujours à la concentration s'il n'y a pas d'autres politiques d'équilibre. Voilà le rôle important de la planification spatiale comme politique d'intérêt public.

Frontières

L'urbanisme et l'aménagement se heurtent souvent à des problèmes concernant les frontières de toute sorte. Frontières géographiques, culturelles, raciales, religieuses, administratives, juridiques. Fernando Tapia et Markella Hadjida se sont référés à des cas de villes qui sont près ou même sur les frontières et par conséquent fortement influencées par ces dernières. San Sebastian (ville espagnole en face de Biarritz en France), Nicosie (capitale de Chypre), Jérusalem (Israël), Berlin (Allemagne), Belfast (Irlande) et encore des cas moins connus comme Gorizia (ville frontalière entre l'Italie et la Slovénie) sont des exemples caractéristiques de villes proches ou divisées par des frontières qui exigent un aménagement et une gestion de leur territoire spécifique et plus élaboré. Et tout cela sans compter bien entendu, les frontières souvent infranchissables qui existent dans nos villes sous la forme de l'exclusion sociale, de la pauvreté, etc. et qu'il faut absolument supprimer par des politiques intégrées.

Mise en pratique

Comme il a déjà été mentionné, entre la théorie et la réalisation, entre la politique et sa mise en pratique, il existe souvent un fossé à franchir. En effet, il existe une grande distorsion entre les plans et les programmes d'action selon les pays et les régions et selon les systèmes politiques et administratifs au sein d'un même pays, ce dont Robert Kragt a fait allusion. C'est l'antinomie fondamentale de la planification qui réduit son efficacité. Par exemple, on parle beaucoup aujourd'hui de la protection de l'environnement et de la qualité de vie mais on voit que l'urbanisation accélérée et non contrôlée conduit à la destruction du paysage et du patrimoine naturel et culturel. Représentants et représentés des systèmes politiques des pays de l'Europe démocratique ne sont pas suffisants pour résoudre les problèmes.

In this context, social participation is essential to planning provided it is carried out in a creative and inventive, and not mechanical, way. Participation as a social and political process is often regarded as a process totally at odds with efficiency, but this is not always the case in practice. It is often said that more democracy means less efficiency, and vice versa. Exponents of the other viewpoint say “no cities without citizens”. If we accept this principle, the process of participatory democracy and conviviality is therefore a necessary stage in planning in a market economy system, a one-way process.

It is no coincidence that the example of the BTC project in Slovenia (an “international” architectural complex, according to its critics) prompted a very lively discussion by the Seminar participants. Despite its positive economic aspects for the city and the region, this project was regarded by some participants as a product of non-participatory planning not integrated with local conditions. But social participation in these early years of the 21st century presupposes the use of new technology, and from this point of view the PICT programme is a good example of how citizens and residents can be provided with information today. Mechanisms and means of communication are essential tools for modern planning when they are properly used.

By way of a final conclusion, we may say that the debate stimulated by the Seminar has shown that if we are not capable of solving a problem, it is always possible to try and learn from the mistakes or successes of others. Criticism is no doubt necessary, but action is even more essential. We must act, therefore, at the risk of failing. Ultimately, the fairest and most impartial judge is the history of each city, region or country.

Dans ce contexte, la participation sociale s'avère primordiale pour la planification à condition qu'elle se fasse d'une façon créative et inventive et non pas mécanique. La participation comme processus social et politique est souvent jugée comme un processus aux antipodes de l'efficacité mais ce n'est pas toujours le cas dans la réalité. Il se dit fréquemment que plus de démocratie signifie moins d'efficacité et vice versa. Les partisans de l'autre côté insistent sur le fait de "*no cities without citizens*" (pas de villes sans citoyens). Mais si l'on accepte ce principe, le chemin de la démocratie participative et de la convivialité est alors une étape nécessaire de la planification dans un système d'économie de marché, un chemin à sens unique.

Ce n'est pas par hasard que l'exemple du projet de BTC en Slovénie (un complexe d'architecture « internationale » selon la critique) a soulevé une très vive discussion entre les participants du Séminaire. Malgré ses aspects économiques positifs pour la ville et la région, ce projet a été considéré par certains participants, comme un produit d'une planification non participative et non intégrée aux conditions locales. Mais la participation sociale en ce début du XXI^e siècle présuppose l'utilisation de la nouvelle technologie et de ce point de vue, le programme PICT est un bon exemple sur la façon grâce à laquelle on peut informer aujourd'hui les citoyens et les habitants. Les mécanismes et les moyens de communication sont des outils indispensables à la planification contemporaine lorsqu'ils sont utilisés à juste mesure et de façon pertinente.

En conclusion finale, on peut affirmer que le débat soulevé par le Séminaire a montré que si nous ne sommes pas capables de résoudre le problème, il est toujours possible de tenter d'apprendre à partir des fautes ou bien des réussites des autres. La critique est sans doute nécessaire mais l'action est encore plus indispensable. Par conséquent, il faut agir au risque d'échouer. En fin de compte, le juge le plus juste et le plus impartial est l'histoire de chaque ville, de chaque pays, de chaque territoire.

Programme

WEDNESDAY 16 NOVEMBER 2005

Arrival of the participants

THURSDAY 17 NOVEMBER 2005

8.30 – 9.00 *Welcome to participants and registration*

9.00 – 9.30 *Opening of the Seminar:* Welcoming speeches

- Ms Metka ČERNELČ, General Director, Spatial Planning Directorate, Ministry of the Environment and Spatial Planning, Slovenia
- Ms Maria Jose FESTAS, Chair of Committee of Senior Officials (CSO) of the CEMAT, Portugal
- Mr Jan VOGELIJ, President, of the European Council of Town Planners, represented by Mrs Virna BUSSADORI, Vice-President of the European Council of Town Planners
- Mr Keith WITHMORE, Chair of the Committee on Sustainable Development, Congress of Regional and Local Authorities of the Council of Europe, Representative of the Chamber of Regions
- Ms Maguelonne DÉJEANT-PONS, Head of Spatial Planning and Landscape Division of the Council of Europe

FIRST SESSION

POLYCENTRISM – FROM GLOBAL TO LOCAL

Session Chairs: Mr Armand MONNEY, Representative of Switzerland to the Committee of Senior Officials of the CEMAT, Mrs Vesna KARAČIĆ, Representative of Bosnia and Herzegovina to the Committee of Senior Officials of the CEMAT and Mr Luc Emile BOUCHE FLORIN, Vice-President of the European Council of Town Planners

09.30 – 11.00 *Presentations*

- The Role of Cities in polycentrism for sustainable and balanced development
Mr Rob KRAGT, Ministry of Housing, Spatial Planning and the Environment, The Netherlands
- Polycentricity – European Perspective
Mr Peter MEHLBYE, ESPON Coordination Unit

- Central Adriatic Danubian South-East Space cooperation results
Mr Ulrich GRAUTE, Joint Technical Secretariat INTERREG IIIB
CADESSES Programme
- Alpine Space experience
Mr Christian SALLETMAIER, Managing Authority for INTER-
REG IIIB Alpine Space Programme

11.00 – 11.30 *Coffee break*

11.30 – 13.30 *Presentations*

- From Global to Local – Implementation of National Spatial
Development Strategy On Regional Level
Mr Miran GAJŠEK, Representative of European Council of Town
Planners, Slovenia
- Eastern Norway County Network: purpose and activities
Ms Inge BRØRS, Head of the Eastern Norway County Network,
Norway
- Settlements System on National Level
Ms Lidija JOVANOVIĆ BLAŽEVSKA, Head of Department for
Coordination and Supervision, Ministry of Environment and
Physical Planning, “The Former Yugoslav Republic of Macedonia”
- European Network of Cities for regeneration, management and
renewal of large housing estates – “Hous-Es”: public space and
quality in Architecture – A new URBACT Network
Mr Krzysztof BACZYNSKI, Architect, Project coordinator of
URBACT, Poland

Discussion

Summing up – Chairs

13.30 – 14.30 *Lunch break*

**SECOND SESSION
VISIONS**

Session Chairs: Ms Margarita JANČIČ, Representative of
Slovenia to the Committee of Senior Officials of the CEMAT,
Mr Maxim PEROV, Vice-Chair of the Committee of Senior Officials
(CSO) of the CEMAT, Russian Federation and Mr Frank D’HONDT,
Representative of European Council of Town Planners

14.30 – 16.00 Presentations

- The role of visions
Mr Nuno PORTAS, Professor Emeritus of the Faculty of Architecture, University of Porto, Portugal
- The Basque Euro-City: a project for the future (The Eurocity Donostia/San Sebastian-Bayonne)
Mr Fernando TAPIA, Representative of the Provincial Government of Gipuzcoa, Spain
- City of Cork, Ireland
Mrs Ann BOGAN, Senior Planner, Planning Policy, Cork City Council, Ireland
- Urban Management in Bratislava
Mr Peter BENUSKA, Representative of the European Council of Town Planners, Slovak Republic

Discussion

Summing up – Chairs

16.00 – 16.30 Break

16.30 – 18.00 Presentations

- Network Vienna – Bratislava – Gyor – Brno
Mr Walther STÖCKL, Vice-Head of Division for EU Strategy and Economic Development, City of Vienna, Austria
- Private Partner Perspective: vision of development of the BTC city area and its connection to the Ljubljana City Centre
Mr Jože MERMAL, President and CEO of Business Trade Center, Slovenia,
Mr Boštjan VUGA, Sadar Vuga Architects, Slovenia
- An Example of Networking in Randstad: Deltametropolis, interaction of territorial and political networks in the Netherlands
Mr Dirk FRIELING, Representative of the European Council of Town Planners, The Netherlands
- Nicosia Urban Area – the Divided Capital of Cyprus
Ms Markella HADJIDA, Town Planning Officer, Department of House Planning, Ministry of Interior, Cyprus

- Reinventing Balkan (South-East Europe): City and the new Europe
Mr Milan PRODANOVIC, Professor of urbanism and Chair Urban Design, co-director Ecurban, Serbia and Montenegro

Discussion

Summing up – chairs

FRIDAY 18 NOVEMBER 2005

THIRD SESSION IMPLEMENTATION PROJECTS AND GOVERNANCE

Session Chairs: Mr Miran GAJŠEK, Representative of the European Council of Town Planners, Mr Michael ROTH, Representative of Austria to the Committee of Senior Officials of the CEMAT and Ms Virna BUSSADORI, Representative of the European Council of Town Planners

09.00 – 11.00 Presentations

- The City of Manchester, United Kingdom
Mr Keith WHITMORE, Chair of the Committee on Sustainable Development, Congress of Regional and Local Authorities of the Council of Europe, Representative of the Chamber of Regions
- Intervention on Metropolitan Area
Mr Joan LLORT, Director General of Urbanism, Government of Catalonia, Barcelona, Spain
- Greater Zurich Spatial Development Concept
Mr Donald A. KELLER, Director, Greater Zurich Regional Planning Association, Switzerland
- An European Network for the urban landscape
Mr Richard STILES, Director, ECLAS
- Trieste 2008, projects for a historical town
Mr Maurizio BRADASCHIA, Associate professor, Faculty of Engineering, University of Trieste, Italy

Discussion

11.00 – 11.30 Coffee break

11.30 – 12.00 *Proposals for implementation*

- Common goals and activities: networking

Ms Maria Jose FESTAS, Chair of the Committee of Senior Officials of the CEMAT

General conclusions – Rapporteur

Mr Elias BERIATOS, President, Greek Planners' Association (SEPOX), Vice-President, International Society of City and Regional Planners (ISoCaRP)

CLOSING SESSION

12.00 – 13.00 *Side Events*

12.00 – 12.30 Tales of Cities

Mr Frank D'HONDT, Representative of European Council of Town Planners

12.30 – 13.00 – Planet CenSe – Planners Network for Central and South East Europe

Mr Hannes WIMMER, Austrian Institute for Regional Studies and Spatial Planning, Austria

- Planet CenSe – Pilot Project Metropolitan Networks

Ms Janja KREITMAYER MCKENZIE, Ministry of the Environment and Spatial Planning, Slovenia

- Planet CenSe – Pilot Project North-South Corridors

Mr Marko PETERLIN, Ministry of the Environment and Spatial Planning, Slovenia

13.00 – 14.30 *Lunch break*

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