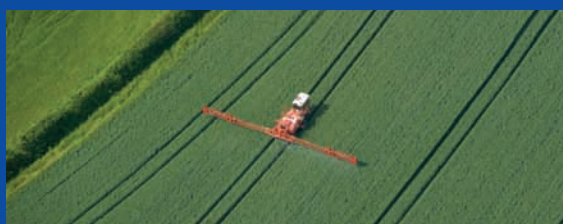
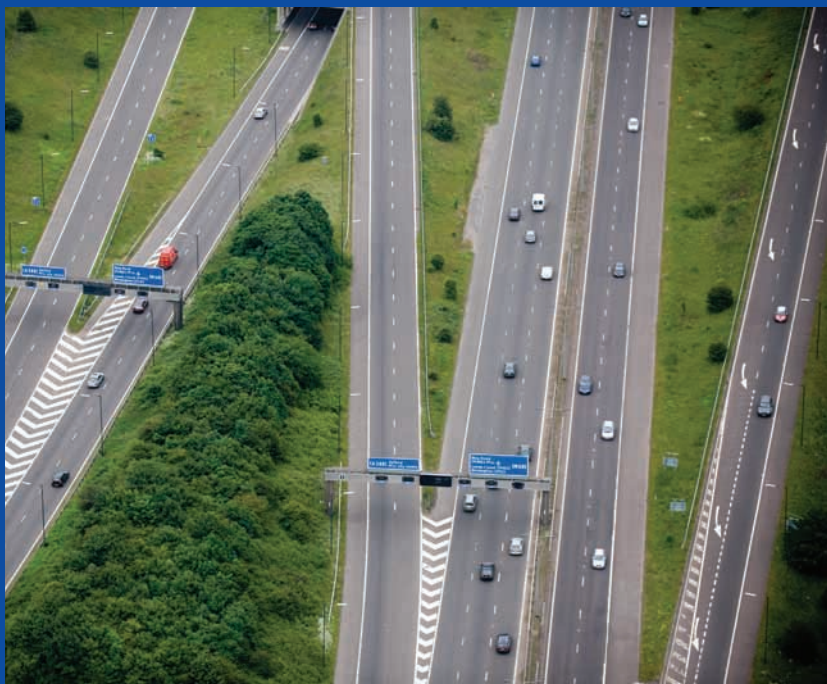


Efficient Metropolitan Governance Functioning Urban-Rural Relations

14 APRIL 2011 EUROPEAN PARLIAMENT BRUSSELS



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All seminar presentations may be viewed on the website: <http://www.helsinki.eu/index.php?id=1519>





Welcome in the European Parliament

Jan Olbrycht MEP

Chairman of the
URBAN Intergroup of the
European Parliament

Ladies and Gentlemen,

Please let me present to you the URBAN Intergroup which hosts this meeting, jointly organised with the networks METREX, EUROCITIES and PURPLE.

The URBAN Intergroup concentrates on concrete topics and fields. It does not act politically.

The Intergroup represents three political families and joins more than 70 partners such as networks, regional representations and associations.

Our way of working consists mainly in monitoring the policy of the EU bodies and in proposing new solutions. Here we focus on cross-cut areas like territorial policy, housing and urban matters. We also focus on knowledge transfer to our partners whom we invite to our regular meetings in Strasbourg and to whom we disseminate our newsletters. Via our Intergroup we can better channel the arguments from our partners to the political decision makers. The exchange of views and knowledge is organised in an optimised way. In this sense we use the positive side of lobbying.

I wish to this conference all success.



Welcome note from the networks

Jeannette Wopperer

Vice-President of METREX

Dear Vice-Presidents, Chairpersons and Members of the European Parliament, Members of the European Commission, Representatives of International Organisations, Excellencies, Ladies and Gentlemen.

I'm very pleased to welcome you to this Conference today. My name is Jeannette Wopperer, I'm Executive Director of the Greater Stuttgart Region and Vice President of METREX, the Network of European Metropolitan Regions and Areas.

METREX as a network represents 50 of the 120 existing metropolitan regions and areas in Europe, dealing with urban-rural activities, such as environmentally friendly land use or the provision of public transportation. Within METREX, the members exchange knowledge on functioning linkages between the core cities and their conurbations, also the members experience and jointly organise actions on issues of common interest – like this conference today, which is jointly organised by the Brussels METREX antenna and the URBAN Intergroup of the European Parliament with the friendly support of the networks EURO CITIES and PURPLE.

It is quite obvious that cities as well as metropolitan areas are strong economic centres. However, they would be unable to function, if they acted in isolation. Instead, cities depend on their openness towards their conurbation or their rural "Umlands". In order to provide housing, transport connections, industrial and commercial space and recreational opportunities to the people working in the cities and rural areas they have to work together. **The functional urban areas are the most dynamic spaces for activity and territorial interdependencies. They deserve our attention more than ever. Their good governance should become the subject**

of an Urban and Metropolitan Agenda in Europe as well as part of the European Cohesion Policy.

In the Stuttgart Region, where I come from and which I'll present to you in more detail later, the interdependency of the city of Stuttgart and its Umland is reflected in commuter streams: 75% percent of all people living in the Stuttgart region have to commute to work.

METREX has long ago realised that it is important to take account of urban-rural relations when discussing and shaping European policy. Therefore, it has founded its own working group that deals with urban-rural relations in metropolitan regions. The first EU projects in the programmes "INTERREG" and "ESPON" dealing with best practice examples or urban-rural relations have just been submitted by this working group.

Moreover, METREX strongly supports the RURBAN initiative which the "RURAL-URBAN" element bears in its title and which was launched as a preparatory action in this House. Meanwhile RURBAN is being considered within the URBAN Unit in the Directorate General for Regional Policy of the European Commission where a study is being prepared.

Today's Conference lies fully in line with these actions for better territorial cohesion. Good Metropolitan Governance, integrating the urban and the rural areas, may be seen as a prerequisite for territorial cohesion. I am therefore looking forward to this being an inspiring event with lively discussions today. Thank you for your attention!



Olaf Merk

Senior Analyst OECD

Keynote speech

Efficient metropolitan governance

All too often governance is considered to be the end of the policy chain, an instrument to achieve defined policy goals: the “how?” question when the questions of “what?” and “what to do?” have been answered. A more fruitful approach is to put governance at the core of the policy debate: governance as one of the co-production factors of policy. Governance is also interwoven with local characteristics, local dynamics and local policies. So what works in some regions does not work in others: there is no “one size fits all” approach.

The speaker highlighted six fields of “uniqueness” of metropolitan areas and regions, pointing to the fact that metropolitan regions have distinctive functions that provide them with distinctive governance challenges that need resolution.

Metropolitan Areas are determined by distinctive metropolitan functions:

They are:

- **Hubs for globalisation**
they attract international flows of labour, capital, goods and services and knowledge. They are hubs for high value added creation but there is strong competition among the hubs. This has consequences for national support to sustain hub functions and global-local interfaces.
- **Drivers of national economic growth**
Metropolises are richer, more productive, more innovative – there are benefits of agglomeration and spill-over effects. In order to sustain this, Metropolises will need sufficient autonomy in terms of responsibilities, instruments and relative lack of constraints from other levels of governments.
- **Crossroads of diverse lifestyles**
Metropolises gather a diversity of styles, jobs and services – competition between these different concepts is part of being in a Metropole, but some coordination is needed of externalities and network services, such as transport. This is all the more so since many Metropolises are institutionally fragmented with very diverse patterns among Metropolises. As in Vienna and Budapest more than 70% of the population lives in the core city, in Copenhagen, Athens and Paris it is only 20%.
- **Logic of opportunity/inequality**
Fiscal equalisation schemes which have been implemented on both national and metropolitan level could help in this.
- **Concentration of creativity**
how to use this creativity in improving the quality of governance, e.g. at neighbourhood level, via civil society participation and new local democracy models.
- **Organising chaos**
Need for strategic metropolitan planning / room for experiments and room for the unexpected.

The other population lives in the metropolitan conurbation. This causes very different governance needs. There are different models to solve this coordination challenge, e.g. amalgamation, adding a metropolitan governance “layer” or creating functional bodies e.g. for metropolitan transport.



Introduction

Peter Simon MEP Germany

Innovative Structures as the key for the organisation of Metropolitan Regions for an “Efficient Metropolitan Governance and Functioning Urban-Rural Relations” – Joint Development as a public-private cooperation in the Rhine-Neckar Metropolitan region

Abstract

The Rhine-Neckar Metropolitan Region was recognised as a European Metropolitan Region in 2005. The region covers a territory of three different German federal states, the “Bundesländer”, namely: Baden-Württemberg, Rhineland-Palatinate and Hessen. It is managed by a public-private partnership model between stakeholders from the political, economic and scientific sector, and acts within a polycentric structure in which larger cities like Mannheim, Heidelberg and Ludwigshafen and rural areas are embedded. It composes a unique and innovative public-private partnership model within Germany; the model proved to be useful in creating innovative clusters and networks, with the help of which many joint development projects were successfully implemented, several of them being rewarded with the German label “Cluster of Excellence”. The organisational structure of the Region is presented here, not because it is the best or only way to organise regions, but because it might serve as a possible model upon which the institutional structure of other European Regions could be based.

The speaker draws attention to the importance of Metropolitan Regions and other functional areas for the effective implementation of new regional development strategies, and therefore calls for more support from the European Level, for example through access to European financial resources within the national operational programmes for projects which are inter-regionally implemented.

The Rhine-Neckar Region comprises 2.4 million inhabitants in a territory of 5,637 km². The region is a powerful business location, having a 57% export quota in the processing industry that is above the national one, and a gross domestic product of 31,000 Euro per capita, which is above the national average. Internationally recognised scientific institutions are based in the region, with more than 83,000 students and 21 universities and colleges.

The Rhine-Neckar Metropolitan Region exists within Germany as a unique and innovative organisational structure in the form of an intermeshing co-operation between business, science, politics and public administration. Its main goal is to strengthen and create benefits for all through an institutionalised public-private partnership.

The organisation model consists of the Verband Region Rhine-Neckar (VRRN), the democratically legitimised Rhine-Neckar Regional Association in which the political forces are joined, the Rhine-Neckar chambers of industry, commerce and handicrafts, the Verein Zukunft Metropolregion Rhine-Neckar (ZMRN) e.V., and the Metropolregion Rhine-Neckar (MRN) GmbH.

The association ZMRN is the centre of regional decision-making. The ZMRN consists of an Executive Board and a further 700 members from politics, economy, science, and stakeholders from culture, church and charitable institutions. Within the Executive Board representatives of all above-mentioned areas are included. This assembly defines the strategic objectives for regional development activities and ensures a close liaison between regional chambers of industry and commerce, crafts and trade, scientific and cultural institutions, and political and administrative sectors, and the continuity of joint regional development projects.

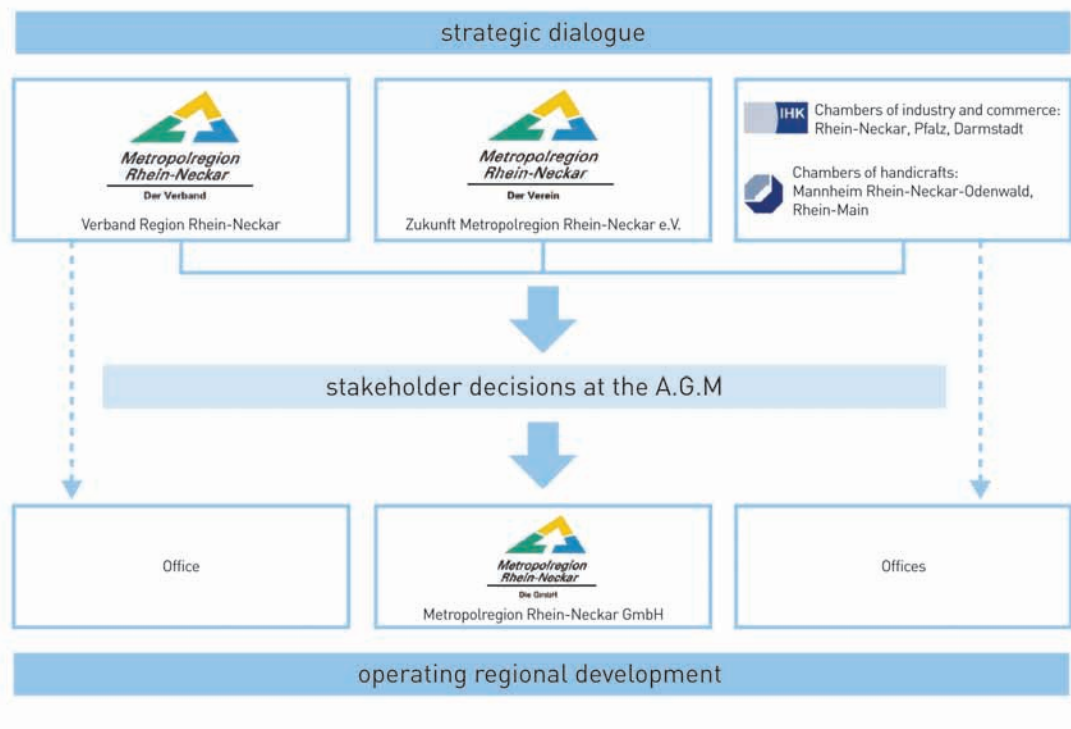
The MRN GmbH is a public-private partnership and acts at the operational level of joint regional development projects of the non-public sectors. Thus, it executes projects with its own financial and human resources, enlists and supports projects of the other supporting bodies, and is in charge of economic development, public relations and marketing. The operational level is supported by the man power of the VRRN, several companies and the chambers of industry, commerce and handicrafts.

As a result, old and new networks and clusters synergise allowing joint development at a higher level. With the help of this public-private partnership model, several cutting-edge clusters were created. Two of them, in the area of biotechnology and bio-energy, were rewarded with the German label "Cluster of Excellence".

Consistent further development of the structures of Metropolitan regions and other functional areas will be decisive for the effective implementation of new regional development strategies in the future.

Moreover, their contribution to the cohesion policy in the forthcoming programming period is huge. Yet, their role should be more recognised on a European Level by, for example easing access to European (financial) support. Therefore, projects implemented on an inter-regional level should be promoted with European funds by for example facilitating their access to European financial resources within the national operational programmes. Another measure that could be discussed is the introduction of a quota for Metropolitan regions and functional areas in national operating programmes.

Institutional structure of the public-private partnership model for the Rhine-Neckar Metropolitan Region



Case Study 1

Jeanette Wopperer Executive Director, Stuttgart Region

The Stuttgart Region

An Example of Good Metropolitan Governance

Abstract

The Greater Stuttgart Region was assigned the status of a public entity in 1994 with core competences and a Governance Model defined by law. The region is composed of 179 municipalities, including the core-city of Stuttgart and many smaller and middle-sized towns. A directly elected Regional Assembly with urban lists and rural lists ensures local democracy. Constant cooperation of urban and rural parts of the region in transport and economic issues establishes the urban-rural linkages for mutual benefit.

Speaking Notes

Three core competences in and for Stuttgart Region are tackled by the regional entity "Verband Region Stuttgart":

- Regional Land Use Planning
- Public Transport
- Economic Development (Economic Development Corporation: Wirtschaftsförderung Region Stuttgart, wrs, GmbH) financed, among others, by transport revenues and mandatory contributions of the 179 municipalities.

Regional Land Use planning has as its goal to ensure sustainable development in the Greater Stuttgart Region, i.e. to prevent urban sprawl, to protect open spaces as well as to present locations for renewable energies (transport axis, green corridors are designed by framework plans, landscape parks and spatial land use planning).

Public Transport Development aims to continuously improve mobility whilst reducing CO₂-emissions and keeping costs at acceptable levels (extending the suburban railway network, employing more urban trains and night busses, supporting the large railway project Stuttgart 21, regional transport planning, etc.).

Economic Development aims to attract investors, supporting SME and managing Clusters and Networks by e.g. commercial space management, recruiting and training a skilled labour force, organising start-up networks, founding and / or running 12 Thematic Competence Centres ("triple helix structures" from business, science and public service). The Competence Centres are spread over the whole territory.

A best practise example of good urban-rural linkages:

The "DeSK" Case

"DeSK" is the Stuttgart Region Competence Centre for Satellite Communication, joining actors from satellite firms and space science. The Centre is located in the city of Backnang, in a rural part of Stuttgart Region. Firms are suffering from a lack of young engineers in "unattractive" rural locations; "DeSK" managed to run parts of the Space Masterclass in the City University of Stuttgart and thus established new bridges between rural firms and the university. By including the firms in the studies the students could meet future possible employers and acquire the latest practical knowledge from the satellite field. The rural firms get to know possible future engineers enhancing the necessary knowledge-transfer between academia and practitioners and enriching university curricula.

Case Study 2 – part A

Hilary Lowson, Secretary General, PURPLE network

Peri-urban experiences – shared competencies

Abstract

Peri-urban regions are dynamic and multi-functional areas where urban and rural characteristics co-exist. They are located around and between large cities. Here, agricultural land and natural open space is juxtaposed with residential and business development as well as major transport and other infrastructure. To ensure balanced and sustainable development of these economically, environmentally and socially important areas, strong links are needed with core cities to exploit new opportunities while reducing negative impacts. Peri-urban areas are well-placed to link urban and rural across Metropolitan regions. The PURPLE network has member regions across the EU. www.purple-eu.org

Speaking Notes

What is PURPLE?

PURPLE is a network of 15 large regional authorities each with a strong interest in peri-urban issues. The peri-urban areas are multi-functional, complex and crowded and we have identified some distinct 'peri-urban' angles – challenges, threats and opportunities across a number of policy areas. PURPLE is working to increase understanding of peri-urban (including its assets and what it looks like), on knowledge exchange about peri-urban, and most importantly on better recognition of peri-urban, for example in policy instruments.

What is peri-urban?

If we are going to talk about functioning urban – rural relations then we have to take peri-urban into account as urban and rural features already co-exist in peri-urban areas. That mix is for PURPLE the essential feature of our regions and areas. What typifies peri-urban? Well, here is where suburban development encroaches onto farmland, where airports, business hubs, reservoirs, energy storage and waste facilities are juxtaposed with open space, woodlands, natural parks and popular landscapes and cultural attractions. They can cover wide areas incorporating towns and cities (think of Flanders, the Rhône Valley, Frankfurt Rhein-Main). We all know and recognise them surely, even if we don't, yet necessarily think of the name 'peri-urban' to describe them. These areas are dynamic and successful – people are attracted to them because of this mix – after all everything that you might need is on your doorstep. So they are popular and convenient for living and working with a perceived high quality of life, and PURPLE members want to capitalise

on all this. Although crowded areas present a real challenge for governance and sustainability, they also present huge opportunities for growth, jobs, and better lifestyles – where urban can really meet and greet rural.

So, peri-urban areas are not just the 'in-between' areas, but central, and well-placed to work with their neighbours both in the core cities as well as the peripheries of metropolitan regions.

Urban/peri-urban/rural need to work together

We know that there are big challenges for cities and large urban zones arising from the pressures they impose on peri-urban space and resources. These urban pressures can and do inflict negative impacts on quality of life and the natural world so it is imperative that urban and peri-urban work together constructively to achieve balanced development in these areas.

Good relations can bring mutual benefits to cities and urban areas and their peri-urban hinterlands and there are many areas to explore: creating new markets and production chains for agricultural, horticultural and forestry production near to large populations; green energy generation initiatives; improving resilience to climate change; collaboration on sustainable and integrated public transport links; promoting smarter use of space for new development and discouraging sprawl and soil sealing; managing and sharing finite resources such as water. There is indeed lots of potential. Urban does not stop and rural start on the edge of cities. Please fit peri-urban into your thinking, and consider practical ways for urban authorities to get involved with their peri-urban neighbours for fruitful collaboration in the long term.

Case Study 2 – part B

Juliane Kürschner, Urban Planner, City of Amsterdam,
Department of Spatial Planning

The Amsterdam Food Strategy

Abstract

Amsterdam participates in PURPLE as part of the Randstad Holland network and is the only city within this network. PURPLE links to the more rural aspects of the metropolitan policy.

The Metropolitan landscape is one of the four major development issues that is laid down in the spatial development strategy, the Structural Vision 2040. It comprises strategies for rural, peri-urban and urban areas in a wider metropolitan region and links food and agricultural initiatives to the metropolitan development. In this vision, the Amsterdam City Council sets out its ambitions for the period 2010 to 2040. Elaboration and realisation of the vision take place in cooperation with local and regional stakeholders from civil society and the market, as it has been very successful during the Food Strategy.

Speaking Notes

The Amsterdam Food Strategy (2006 - 2010)

Launched five years ago, the Amsterdam regional food strategy is a good example of shaping working relations within this metropolitan landscape. It was set up as a multi level governance approach in cooperation with the national government, the regional government and our neighbouring city Zaanstad. It has three major objectives that cut across existing policy sectors. The food strategy addressed:

1. the relationships between urban consumers and the neighbouring rural areas with their farmers
2. the health of citizens and reduced environmental impact of food consumption as well as
3. the regional economy through knowledge exchange, education and innovation.

The urban food cycle

A food cycle schematically shows the food chain as a one dimensional circular process from start to finish. But we have seen in Amsterdam that **through our food strategy, new social food networks arise driven by bottom up initiatives.** They enable direct access to high quality fresh locally grown produce, giving rural benefits to the urban population such as day care facilities and relaxation on a farm that gives multi-dimensional income to peri-urban farmers **creating new multidimensional social networks** ('social food networks' by Carolyn Steel, PlanAmsterdam 2010).

Farming for the urban market

The project 'Gardens for West' reintegrates abandoned peri-urban farmland in the metropolitan landscape. Permanent and interim space is now being cultivated by urban farmers, in allotment gardens and in school gardens and even by citizen initiatives in neighbourhood gardens. All of these initiatives are supported and integrated by the city district and the housing cooperative. Together, they have produced a bicycle map around "eatable west". The professional urban farmers deliver to the urban market via a new distribution network "My farmer".

Growing vegetables actively involves neighbours in their environment; it brings people from different backgrounds together and teaches children about food, climate and nature.

Projects on health and environment

The food policy focuses on awareness about citizens' health and the environmental impact of food, because 45% percent of the Amsterdam population are overweight and 70% of the diseases are food related. Out of Amsterdam's ecological footprint between 30% and 50% is related to food.

Therefore, between 2008 and 2010 about 3000 school children visited farms in the wider region and learned about food production. The goal is to have every school child visit a farm during the school curriculum. As children learn, work and taste the difference of local food, a positive behavioural change in eating habits is made by all the family.



A new partnership is formed around the elderly in retirement homes: a care giving institute 'Cordaan' invested in a multi functional farm for their elderly people to produce food and to have a healthy daytime occupation. Multifunctional agriculture existed as a niche before. Now through the Food Strategy a market player 'Cordaan' takes over the concept and contributes to shaping metropolitan landscapes.

Enhancing the regional economy

One of the motivations for the food strategy came from the food processing industry in Zaanstad. They were lacking motivated and skilled workers in the sector because there was no development training. So very quickly the companies involved took the initiative to develop the 'house of food', with one of the three new vocational courses for the food sector of the region being developed in collaboration with the regional college. In Amsterdam we have the ambition to concentrate actual food whole sale, knowledge exchange and innovation for the urban market in the new Amsterdam Food Centre as a urban food hub.

Benefits of the strategy for Amsterdam

What is the benefit of having a Food Strategy for Amsterdam?

- It gave a common vision to these various initiatives through clear objectives that serve as an umbrella
- It added a regional dimension and enabled communication and knowledge exchange within the different layers of government (different municipalities, region and national level) the different market players and civil society
- It served as a platform which brings together new actors in the food chain and creates conditions to make bottom up initiatives a success with incentives and publicity.

Transfer of bottom up approach and regional strategy

In the Structural Vision 2040, we added for the first time the regional dimension. Other surrounding municipalities and the regional government actively helped improve the Amsterdam Vision for the metropolitan area as a whole.

We have pursued the idea of a platform and face-to-face interaction for citizen participation. Virtually via the internet and also in round table debates called Free State of Amsterdam, groups as varied as the homeless, architects and children debated over the future of their city and region. This new approach has been rewarded with the EURO CITIES prize for participation 2010.

Amsterdam principles for cooperation

I'd like to close with the Amsterdam principles that probably best summarise our bottom up approach in cooperating. Based on our principles the Mayor Van der Laan is now engaging in a new relationship with peripheral regions of the Netherlands and is adding another dimension to urban and rural cooperation.

- **Start small**
- **Do not exclude others**
- **Leave your weapons**
- **Focus on the content**
- **Share stories**
- **No power points**
- **Curb your passions**
- **Be curious**
- **Hold on!**

Case Study 3

Thierry Baert, Director of Studies, Lille Métropole

Metropolitan governance and urban-rural relationships in the Lille region

Abstract

Lille is a cross-border region with areas in France and Belgium. It merges two governance landscapes: the specific centralised French model with the specific centralised Belgium model. Lille métropole is a “communaute urbaine” with its historic competences and new competences. The cross border matters are organised in a European Grouping of Territorial Competence, EGCT.

Speaking Notes

The administrative dimension

In the public sector the Lille Region belongs to the French “communautés urbaine” which were assigned as a formal body, enforced by law in 1966 (other examples in France are Lyon, Marseille, etc.). They are in charge of “organising the territory by providing services and facilities” – There are “historic” competences such as roads, waste, water, sewage, transport, and urban development. The “new” competences are: housing, economic development, green and natural spaces, environment, sport/ culture and research. A Regional Assembly is elected for six years within the local councils, sending 170 members to the Assembly.

The Lille metropolitan region comprises 85 municipalities, 1.2 million inhabitants. Half of the communes have less than 5000 citizens, but approximately 40% of the total population lives in four cities (Lille, Roubaix, Tourcoing, Villeneuve d`ascq). There are three scales of metropolitan governance in a complex institutional landscape: 2 countries, 3 regions, 2 departments, 2 provinces. Functionally the region is linked by a history of coal mining. Eurometropole Lille-Kortrijk-Tournai with 2 million inhabitants on 3500 km². The European Grouping has 10 Belgian partners and 4 French ones. They cooperate by promoting dialogue, ensuring consultation, realising projects and facilitating the daily life of the inhabitants. In 2007 a new organisation was created: Association Aire métropolitaine de Lille – Developing the city region by implementing projects and increasing economic opportunities.

The urban-rural dimension

To interpret the “agricultural metropolitan area” a masterplan was developed.

Goals: to preserve agriculture, to develop recreational spaces, to build a city on the city and to limit urban sprawl.

A big question remains: How to finance the city region? Communautés urbaines get global grants from the national governments to fulfil basic tasks. Additionally they share local business taxes. Open questions remain: how to finance the new “meta-structures” and how to cooperate efficiently without transferring competences from one level to the other? The solution lies in dialogue and sharing visions from bottom-up and top-down.

Case Study 4

Franz Thun, Mayor's Office, City of Warsaw, Poland

City-Region – An example from Poland: Warsaw

Abstract

Warsaw city-region covers a huge catchment area of worker commuting. This ranges 100 km around the core city. Warsaw pays most to have a functional transport system in order to serve the 29 municipalities around and the inner city to shape a communication axis for the commuters.

Speaking Notes

Warsaw is the initiator and organiser of a joint metropolitan transport ticket which constitutes the most important element for the functioning of a metropolitan area. To this end in 2008 by civil law contracts between the Warsaw Transport Board ZTM, the Mazovian railway company KM and the Warsaw suburban railway WKD were closed. Additionally bilateral agreements between the core city and the 29 municipalities around were closed in order to find a scheme for cost sharing.

A best practice in unfavourable conditions emerged: Whereas Warsaw pays 275 Euro per inhabitant to subsidise the ticket, the municipalities pay 15 Euro per inhabitant to finance the ticket. The goal for 2010 was to extend the transport network and to achieve 40% co-financing by the municipalities. A Joint Board is still lacking.

Currently the situation in Poland is marked by a lack of administrative structures for the metropolitan areas and a lack of incentives for actions and projects on metropolitan level. Voluntary spatial plans exist, new urban policy visions are under preparation.

Wishful: EU incentives as in Romania where seven growth poles were defined and initiated by the European Commission. EU projects gave incentives for integrated development planning.

The speaker asked: "Doesn't some of this sound like a dream to many parts in Europe?"



Discussion with the case study presenters

The moderator Jacki Davis posed four questions to the presenters of the case studies:

1. Despite the different governance models for Metropolitan Regions across Europe – are there common lessons that can be learnt from the best practice examples?
2. What do you see as the common challenges for all Metropolitan Regions – and how can they best be met?
3. How best can EU and national policy-makers help Metropolitan Regions meet these challenges and make maximum use of their assets?
4. If you had to identify just one priority for action in an Urban-Metropolitan Agenda for Europe, what would it be?

The case studies show a wide variety of different means and methods to tackle the specific challenges facing metropolitan areas including the urban-rural relations. **Jeanette Wopperer, Stuttgart Region**, stated that there are however four or five common key elements in the organisation of this special relationship; important sectors to take into consideration when planning the functions of metropolitan areas are transportation, nature protection, energy supply, health and economy. Furthermore all need some competences and money. Without some formal powers and without means Metropolitan Regions will not work.

Thierry Baert, of Lille métropole, pointed out that there are academic challenges and political challenges in organising the urban – rural linkages, which are complex on many level. The main problem seems to lie in the definition of the common interest. Case studies highlight that for the improvement of metropolitan areas it is also necessary to recognise a real partnership between urban and rural areas, raise the two parties as well as the peri-urban area to an equal position and see that working together can be a win-win situation where knowledge is shared and developed together. It is essential to understand the common interests and functionalities of all the areas concerned. **Juliane Kürschner, City of Amsterdam**, confirmed the need of partnerships in the metropolitan area and beyond. The Amsterdam example furthermore demonstrates the principle of “flexible geography” according to functional relations: Projects are done with a variety of partners which may change from project to project.

According to all case study presenters, metropolitan areas should avoid drawing too strict borders as it is more useful to address a region to fit to the problem at hand. Flexibility is often needed and regional and even national administrative borders crossed.

Hilary Lawson, PURPLE network, confirmed the peri-urban situation as something “in-between” – sometimes urban, sometimes rural. According to her experience what works best is to adopt the principle – “you use or you lose”. Mutual trust and a long-term vision are the key factors for the peri-urban stakeholders. She welcomed the European Commission’s RURBAN initiative where best practice examples could lead to common lessons giving best answers to mixed situations.

The speakers agreed that it is crucial to have a long-term vision as metropolitan areas are complex and multifunctional entities which need to be developed in a long period of time, often with some top-down help especially in bigger projects.

Franz Thun, City of Warsaw, told of his experience. In Warsaw there is a joint metropolitan ticket that covers the commuting catchment area. The citizens who had to lobby civil servants to achieve this. Civil servants tend to think of traditional borders, whereas metropolitan areas go beyond and develop dynamically. Therefore it is necessary to work in variable geography. However, national frameworks and “top-down-pressure” are needed to advance and to overcome the hindering fragmentations in metropolitan regions and areas.

Metropolitan areas are also a part of a larger picture where the European Union’s support gives an added value. Many participants in the discussion saw a problem in the usual “EU play” with the argument of “subsidiarity” denying the metropolitan areas and bigger cities some real support. Common denominators to organise successful metropolitan areas are: rules, financial contribution and behaviour. The EU should give some incentives if national governments wish to create greater frameworks and put efforts in certain functional areas, which often are high-ranking in the national economical development and provide flexibility in regional planning. All speakers agreed in a conclusion for top priorities given by **Thierry Baert, Lille métropole**: multilevel governance, partnership, mutual trust, working together with several stakeholders – those are key factors in future positive development of metropolitan areas. An urban agenda at the EU level was welcomed.

Jeanette Wopperer, Stuttgart Region, and Juliane Kürschner, City of Amsterdam, asked for a real acknowledgement of the contributions of Metropolitan Regions which organise linkages and build bridges to the rural areas. To reward this cohesion work, the EU should ringfence some money for the metropolitan areas. **Franz Thun, City of Warsaw**, additionally asked for an EU-view on metropolitan areas, delivering a framework. As it is not only a national question, metropolitan areas need European answers. The EU needs these economic driving actors to succeed in its EU 2020 strategy. Therefore some EU funds should be given with priority to metropolitan areas. A global grant to implement a variety of complex coordination tasks would suit best.



Speaking points

Wladyslaw Piskorz, head of unit, DG Regional Policy

Point 1

Regional policy is about bringing the European Union and its policies to specific places

The 5th report on Economic, Social and Territorial Cohesion presented broad orientations on the future of cohesion policy post 2013.

Generally:

- cohesion policy for all regions should remain
- strong concentration on Europe 2020 objectives, possibly also with conditionality.

Important new element to be considered with future cohesion policy: It is necessary to integrate a "territorial cohesion dimension" into the next generation of programming.

This means that we want to develop:

- An ambitious urban agenda, including an identification of financial means for urban development, possibly special actions for deprived urban areas, and a role for cities in the implementation of the policy
 - A stronger focus on functional geographies, e.g. for metropolitan areas and wider agglomerations, for urban-rural relations and for areas which share territorial features – network of cities, pluri-regional Operational Modales (OPs)
 - A closer coordination of local development approaches with similar actions supported under rural development and maritime policies
 - An special focus on areas facing specific geographical or demographic problems
 - A special role for macro-regional strategies: cross-sectoral, integrated problem-solving strategies in a functional territory (sea basin for the Baltic region, river basin in the Danube area) where certain issues were locked in traditional administrative systems
-

Point 2

Coordination of different policy layers and co-operation between different levels are crucial

Three levels of urban policy:

- Neighbourhood initiatives – URBAN method of concentrating actions on geographically defined target areas (poorest, indicator-based, local responsibility for implementation) – neighbourhood approach
- City-wide development strategies – important to tackle issues such as waste treatment, infrastructure, social services, culture
- Metropolitan 'Growth Pole' approach including suburbs and hinterland – tackling broader issues such as transport or service provision – coordination issue
- Good governance – addressing all different levels – it is not about choosing one or the other

For the future cohesion policy: Focus on enabling rather than constraining

- At local level: Promote experiments in urban regeneration
- At local level: Role of European funds as 'risk capital' and demonstration projects
- At regional level: Promote urban-rural cooperation and coordination (unsuited at just local level – clearly a task within regional OPs)
- At national level: define a suitable framework for metropolitan governance and a policy of agglomeration

Point 3

We have to learn from past experiences to identify future strategies

What has worked well in past:

- Joined-up policy-making
- Integration of different policy areas
- Physical projects make a difference, especially in Convergence regions
- Water, transport, business parks
- URBAN method focused on real local problems
- Physical and environmental regeneration
- Building local economy – entrepreneurship and employment
- Social inclusion
- Strong local partnerships
- Successful evaluations but within a very limited budget and number of cities

What could be improved:

- Loss of focus on cities
- Unclear what is meant by integrated approach and the URBAN method
- Difficulties in integrating different funds – especially Rural Development with ERDF
- Too much focus on absorption, not enough on impact and content

How can we improve:

- Identify clear role for urban dimension
- Promote integrated approach
- Facilitate access to risk and loan funds (JESSICA)

Five building blocks for cohesion policy:

- Thematic concentration on urban areas within Operational Modales (OPs)
- Integrated urban development approach
- Flexibility of scale of intervention
- Coordination with other funds (urban-rural)
- Incentives for metropolitan governance
- Encouragement for experimental approaches
- Cohesion funds to initiate new ideas
- Flexible approach in pilot areas
- Visibility for cities in cohesion policy
- Recognition of role of urban administration
- Flexibility of funding integrated projects
- Enhanced interaction between different levels (metropolitan regions, cities, communes)
- A European networking support
- Integration of URBACT and similar approaches into daily life
- More use of the spatial planning perspective
- Better access to financial engineering instruments
- JESSICA
- Innovative funding and financing models

Summary

For two centuries, towns, cities and metropolitan areas have driven economic development in Europe, creating growth, innovation and employment. This pivotal role has been coupled over recent years with an extension in their powers. But cities do not operate in isolation. They are key players in regional development, including the development of neighbouring rural areas. Cities and regions need each other. A region will be successful if its cities are successful and cities will flourish if the wider region flourishes.

In the European Union, currently over 73% of the population lives in urban areas of over 20.000 inhabitants. Apart from the two mega-poles of London and Paris, Europe is characterised by a unique polycentric structure of large, midsize and small cities. However, population is a relative criterion – and sustainable urban development within Cohesion Policy is not only about big cities. A small town in a sparsely populated area plays a significant role in the regional economy. We need cities of all sizes to succeed in our ambitions for smart, sustainable and socially inclusive growth objectives we have set ourselves in the Europe 2020 strategy which will guide our policy in the years to come. The European Union will be most successful in pursuing this agenda if all regions, especially those with the greatest potential for higher productivity and employment are able to play their part.

Cities are essential in this effort. They are the home of most jobs, businesses and higher education institutions and are key actors in achieving social cohesion. Cities are the centres of change, based on innovation, entrepreneurship and business growth. This is why policy at the national and European level needs to have an urban dimension. Policies at different levels need:

- To help overcome the market failures that underlie urban unemployment and social exclusion
- To bring forward new, smart and sustainable investment that helps the metropolitan areas to realise their full potential
- To ensure coherence and coordination between policies
- To promote the exchange of experience and best practice

For the future, our key words are flexibility and facilitation. Regional Policy is there to enable good solutions, not to restraint. We expect the same from national and regional policies and administrations.

Thank you.

Speaking points

Jörg Knieling (Prof. Dr.-Ing., M.A. pol./soc.),
HafenCity University Hamburg

Metropolitan Governance and Territorial Cohesion

In recent years, metropolitan regions all over Europe have established appropriate forms of regional governance that vary from formal to informal arrangements.

In these arrangements, the metropolitan cores and their hinterlands have developed new fields of co-operation. While some regions tackle land use conflicts, others deal mainly with joint and regional economies, e.g. cluster-initiatives in life-sciences, nano-technologies or renewable energies.

In addition to intra-regional co-operation, a new form of supra-regional co-operation has recently been discussed. This model conquers the borders of the metropolitan region and aims at including farther away neighbouring regions as well as identifying potential synergies between the two.

The following theses will deal with both the potentials and restrictions of supra-regional partnerships. In particular, they will discuss the idea of a decentralised territorial cohesion policy that contributes to the EU's ambitious goal of territorial cohesion throughout Europe.

Point 1

Urban-Rural Partnerships in Metropolitan Areas

1. Urban-rural partnerships are a well established pattern of territorial cohesion in most European cities and metropolitan regions. They provide an effective co-operation according to the functional relationship of the metropolitan core cities and their hinterland.
 2. Urban-rural partnerships contribute to the economic, social and territorial cohesion in Europe. The urban-rural partnership puts into place the opportunity for the connection of the diverse urbanised hinterland areas with the economic development of the cities. The partnerships allow the creation of urban-rural economical clusters and economic circles.
 3. Urban-rural partnerships have the potential to contribute to the aims of the Gothenburg agenda for a sustainable Europe. Besides their economic potential, the rural areas offer leisure and tourism sites, agricultural products within a short distance.
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Point 2

Supra-regional partnerships

4. A step further is the innovative approach of initiating supra-regional partnerships of metropolitan regions and their neighbouring regions. These partnerships reach beyond the closer urban-hinterland-scale of metropolitan regions and integrate farther distanced urban and rural areas with the metropolitan core.
5. Fields of co-operation are economical clusters; the knowledge sector with its universities and research facilities, transport and mobility, renewable energies and sustainable tourism.
6. Supra-regional partnerships allow a new approach to territorial cohesion. They force rural and urban areas to identify fields of co-operation and provide a new operative platform. Regarding territorial cohesion, they are often characterized by the following criteria:
 - A decentralised approach to cohesion: on a supra-regional level new partnerships of urban and rural stakeholders contribute to economic development and quality of life in the whole co-operation area.

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- Territorial solidarity: By co-operating on the supra-regional scale a new dimension of collective responsibility is motivated.
 - Co-operation as well as competition: Supra-regional partnerships do not remove competitive elements between the diverse participating communities and stakeholders. Competition stays a main force for innovation and creativity.

Example:

Supra-regional partnership “Project Partnership North: Metropolitan Region of Hamburg / Northern Germany”

Based on the federal government’s model project of “Supra-regional partnerships – Innovative projects for city-regional cooperation, networking and common responsibility” (BBR 2009), in 2007 the Metropolitan Region of Hamburg (MRH) initiated a joint co-operation area with its neighbouring regions. The model project aimed at fostering regional development by building up partnerships between prospering and decreasing sub-regions, respectively metropolitan regions and peripheral, mostly rural regions. The partnerships were meant to be characterized by bottom-up processes, volunteerism and equality of participants. The idea behind the partnership is the perception of a common responsibility for the territory (BBR, BMVBS 2008).

Today Project Partnership North (PP North), the supra-regional partnership in north-western Germany, includes an area of about 8 million inhabitants with actors from the German federal states of Hamburg, Lower Saxony, Schleswig-Holstein and Mecklenburg-West Pomerania; thus reaching far beyond the Metropolitan Region’s boundaries (see fig. 1). The network aims at boosting urban-rural partnerships and promoting sustainable growth in the northern parts of Germany without requiring the generation of a new bureaucratic organisation. To profile the supra-region and to increase the economic collaboration, the project uses numerous existing cooperation forms within and between the Metropolitan Region of Hamburg (MRH) and its surrounding areas and intends to improve them.

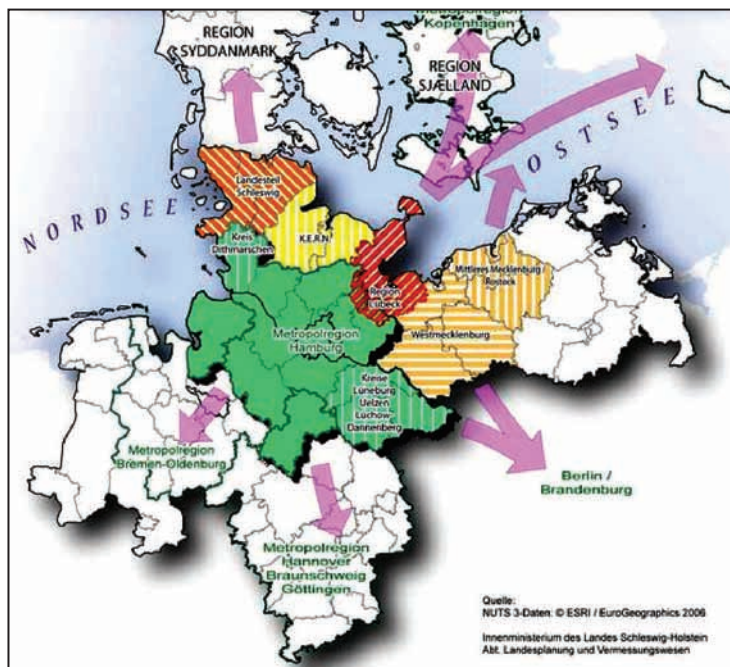
Within the partnership a number of projects have been developed in different fields:

- **Economic clusters** Logistics, maritime economy and life science are fields where existing cluster-structures have explored whether there is a potential of extending into the wider area of the supra-regional partnership. In all fields, joint activities have started and been included in the agenda of further co-operation.
- **Job market and qualification** In the supra-regional partnership different institutions are in charge of qualification offers. The project achieved joint activities and a better coordination.
- **Transportation** The main challenge in transportation is the accessibility of rural regions by public transportation. Although commuter linkages represent a strong relation, e.g. between Western Mecklenburg and Hamburg, the accessibility regarding railway connections is not satisfactory in terms of extent and frequency of services. An improvement of services would advance commuting between rural areas and the metropolitan region – for leisure and recreation – and vice versa.
- **Economic regional circuits** Within the rural sub-regions agriculture is still an important sector of production, land use and employment. This potential can be used for the establishment of urban-rural-partnerships, especially since the value of fresh food and organic farming has become an important factor for the quality of city life. Within the project the agenda is to explore concepts like a regional sales counter, regional catering for events, regionally farmed school lunches and networking between farming and food sectors.

- **Cultural heritage potentials** Within the partnership it is intended to establish a joint brand and excursion routes for leisure and recreation activities including cultural heritage sites in urban and rural areas. The main target groups for this linkage between the architectural and landscape heritage sites are inhabitants of the Metropolitan Region of Hamburg and of neighbouring regions, e.g. Berlin and Øresund, as well as cruise tourists who stay for some days in the core cities.
- **Regional marketing** The result of this project was a new brand for the area of the supra-regional partnership – Northern Germany. It took some efforts to bring the decisive stakeholders together and convince them of the idea that a joint brand offers benefit for all participants.
- **European co-operation** As a prior action field the cooperation has announced the expansion of meta-regional connections of PP North with both the region of South Denmark and the Øresund Region.

After three years as model projects, the supra-regional partnership founded PP North in 2010 and agreed on a joint resolution for further co-operation. The partners created a new organisational structure, which includes a steering committee and projects. The committee's office will rotate between the responsible ministries.

Fig. 1
Supra-Regional Partnership Hamburg Metropolitan Region / Northern Germany



Compared with the Metropolitan Region of Hamburg, PP North is more complex in terms of scope, multi actor-structure and space. Its fourteen projects also integrate issues of spatial planning, e.g. the handling of diverse dynamics of regional development, relations between regions and territorial impacts, and aspects of regional growth by using and stimulating endogenous development trends. In conclusion, PP North has proven that supra-regional partnerships provide an added-value for all participating partners. However, the results depend strongly on the engagement and willingness of the stakeholders to make use of the new platform. Key success factors are an activating process management and the strong involvement of some key players (leadership capacity). A lack of personal resources in some public administrations and a low awareness of co-operation potentials regarding the supra-regional scale can be restrictions.

Point 3

Consequences for European cohesion policies

1. The EU should offer a funding scheme for supra-regional partnerships on a spatial scale reaching beyond the existing city or metropolitan regions. With regard to scale and institutions, there are differences between the EU member states that have to be considered.
2. "Model projects of territorial cohesion" (MOCO) could be a suitable instrument for exploring supra-regional partnerships on the European level. MOCO-regions could be identified through a competitive process and would develop their supra-regional agenda and a functioning partnership platform.
3. In border regions supra-regional MOCOs could be connected with the innovative model of European Groupings of Territorial Cooperation (EGTC). There, INTERREG A could be used as funding source.

On the way to an Urban Agenda of the European Union

Panel discussion with the European Union Commission, OECD, METREX, EUROCITIES, PURPLE and Academia

The moderator Jacki Davis posed five key questions to the panellists:

1. Does the EU need an urban-metropolitan agenda and if so, why? What should the key elements of that agenda be?
2. Does the EU Cohesion Policy need to take greater account of the unique role played by Metropolitan Regions?
3. How can EU policy-makers help Metropolitan Regions meet the challenges they face and make best use of their assets?
4. How can the EU 'square the circle' of giving Metropolitan Regions the flexibility they need to respond to differing circumstances and needs in their regions while fulfilling its goal of making Cohesion Policy more performance- and results-oriented?
5. If you had to identify just one priority for action for an Urban-Metropolitan Agenda for Europe, what would it be?

Metropolitan areas are seen as drivers of economical development and important for EU's global competitiveness. Metropolitan level governance is also a key issue for effective spatial planning and facing the challenges concerning socio-economic futures and environmental, transportation and infrastructure issues.

Urban-rural partnerships contribute to the economic, social and territorial cohesion in Europe but an important aspect to notice when planning the metropolitan areas is that metropolitan is not good per se. The accurate question is how to bring urban and rural areas together in a fruitful manner. It is important to have joint-responsibility areas, spatial solidarity and decentralised cohesion policy. An integrated view would make the different actors see that they have interests in common.

Wladyslaw Piskorz, EU Commission, Head of Unit, DG Regio, clearly stated, that the Commission is asked to strengthen the role of local authorities in the decision making in future Structural Funds Policy. It is regarded necessary to integrate a "territorial cohesion dimension" into the next generation of programming. The Commission needs to put forward five key elements to have a place-based Regional Policy: To develop an ambitious urban agenda, including an identification of financial means for urban development and a clearer role for cities in the implementation of the policy; to have a stronger focus on functional geographies e.g. for metropolitan areas and wider agglomerations; pluri-regional operational programmes, etc. for urban-rural relations and for areas which share territorial features, e.g. network of cities; to have a special

focus on areas facing demographic problems; to pursue macro-regional strategies and a closer coordination of similar actions supported under rural development and maritime policies. The 2nd message of Mr. Piskorz was that the three levels of urban policy should be better highlighted and linked: neighbourhood initiatives for deprived areas in cities (URBAN method), city-wide development strategies (waste treatment, infrastructure, social services, cultures) and Metropolitan Growth Poles including suburbs and the hinterland – tackling broader issues such as transport or service provision as well as coordination issues. There also should be some incentives for metropolitan governance, for new ideas in governance and flexible approaches as well for a better use of spatial planning. But the new Cohesion Policy for cities cannot only apply for big cities.

Europe is marked by a polycentric structure of large, middle-sized and small cities. They fulfil important economic roles in rural areas. The EU Commission expects that national and regional administrations will cooperate in enabling future solutions.

A big question lies in the level of governance. Most speakers agreed that adding just another layer to the already existing multilevel system would not likely be the most efficient solution. Instead, the way of working should be changed as mentioned above. **Thierry Baert, representing Eurocities**, explained that a central, core city, should for example take the lead in contacting and creating cooperation and partnership with other areas. This should be brought to an even bigger scope by combining the energy of metropolitan areas with other surrounding regions to get more territorial development. The organisation of multilevel governance can be further facilitated if the idea of a functional area is taken into consideration as a means to territorial cohesion, rather than focusing strictly on administrative borders.

Hannu Penttilä, METREX president and Vice Mayor of Helsinki, said that some top-down incentives from national government to the regions and coordination from the European Union are needed, as a metropolitan area based merely on voluntary-basis is not likely to bring the best results. Some legislation is required to have long-term commitment. At the European level an holistic view should be taken on urban areas, meaning that in addition to regional policy, urban issues should be included in several other Directorates-General as well.

Penttilä also explained that an important part of the future EU Policy will be the development of an URBAN AGENDA. There will be no need for an extra Metropolitan Agenda. Metropolitan areas are an important part of the urban dimension. However it would be crucial to recognize metropolitan areas as important players in other Directorate Generals of the European Commission. The EU 2020 will not succeed without metropolitan regions. Furthermore he gave a best practice

example from Helsinki: a spatial vision contest 2050 has just finished: this gave input for a strategy on mobility and a land use plan and it demonstrated that a clear and strong will is needed, not only voluntary agreements. A directly elected metropolitan government is now the question for Helsinki to have with a robust strategy.

Hansjoerg Knieling, Hafencity University, Hamburg, pointed to the fact that metropolitan regions are not per se generating urban-rural linkages. There must be specific efforts to link disintegrated rural areas with urban areas. The German MORO model (Modellregionen der Räumlichen Ordnung) which focuses on joint responsibilities for rural-urban matters could be a model for territorial cohesion policy. He also advocated taking a closer look at the role of metropolitan regions in transport and climate protection issues. The metropolitan regions could also act as stakeholders for future sustainable development; they are not only the economic drivers. The quality of sustainability has to be stressed.

In the future development of metropolitan areas it would be essential to have a platform to share best experiences and organise competition to have better models. It is already visible that there are more metropolitan policies and metropolitan networking. Different macro-regions are also becoming integrated with each other. In order to meet the goals of the ongoing Europe 2020 strategy more strategic planning and forward looking at all levels is needed. The panellists agreed that good ideas come from the field. Thus, the main question remains, how and what kind of instruments can be created at the EU-level to realise these plans.

Jan Olbrycht, MEP and Chair of the URBAN Intergroup in the European Parliament, advocated an EU Urban Policy. He looked to the rural areas which have had so far a clear EU priority. Rural areas are part of the Common Agrarian Policy, CAP. But, the 1st pillar with its direct supporting mechanisms for farms, took most money for the rural development. For a long time regional money has been used for

rural development. Where are the cities left? They are in competition. The EU should be clear if it only wants an observer role in the EU's urban matters – or a facilitating and provoking role. The RURBAN initiative could demonstrate that it is possible to do something between rural and urban. Structural Policy is not a goal in itself. It should deal with real issues.

Therefore the EU should have its own urban policy. Nobody wants to impose one model to all, but rural areas' money is not eligible for cities. Mayors asked the EC for conditions; they can show how they organise the multi-level governance. But if there are not more requirements from the EC towards the Member States on how to direct money towards the metropolitan and city areas, we will be in the same situation in five years without any move forward, without any results. An extra metropolitan EU Policy is not needed, but instead integration of the urban dimension in all policy fields.

Olaf Merk, OECD, reiterated the unique role of metropolitan regions. They should be an “urban lance” in an integrated agenda. Some room for experiments should be given, and rewarded with money and rules.

Thierry Baert made clear that metropolitan cooperation is a reality all over Europe. 35 different models of different metropolitan governance were seen in research projects. In the most case the initiative came from the core-cities. And they had to define common interests with the surrounding areas. Result: The effective scale is no longer municipal.

Hansjoerg Knieling supported the common vision, that metropolitan areas are a good solution for the rising challenges but the metropolitan regions should remain flexible and always have in mind dynamic functional urban areas. He regarded platforms and partnerships as crucial. The EC should organise this platform. He also recognised that there are disparities in the metropolitan areas. The territorial cohesion shows that the EU has a territorial dimension, that most policies are not spatially blind.

Integrated thinking, more metropolitan approaches, more quality development, more taking into account the ideas that come upstream, integration of urban requirements in the future contracts between EC and Member States were seen as a priority for a future EC urban agenda.

Wladylsaw Piskorz observed the growing tendency at the level of Member States to see the potential for regional development that lies in the metropolitan areas. Member States have not tapped into this so far. The urban agenda will therefore be for cities and for metropolitan areas. The European Parliament has to take into account both sides of the model.



Jeannette Wopperer

Jeannette Wopperer is the Regional Director of Verband Region Stuttgart, Chief Executive of the European Metropolitan Region of Stuttgart, and a member of the Network of German Metropolitan Regions (IKM). Since September 2010 she has been the Vice-President of METREX (The Network of European Metropolitan Regions and Areas). Her expertise lies in European cooperation, regional development, cross-border cooperation, climate change, and gender relations.



Olaf Merk

Olaf Merk is Senior Policy Analyst at the Organisation for Economic Cooperation and Development (OECD), based in Paris. He is currently employed as Programme Manager of the Port Cities Programme. At the OECD, where he began to work in 2005, he directed several Territorial Reviews, including on Toronto in Canada, Copenhagen in Denmark, Randstad Holland in the Netherlands, and on Switzerland. He collaborated on a dozen other OECD publications, with contributions on various subjects such as regional economic development, metropolitan governance, urban finance and urban infrastructure. Prior to the OECD, he worked at the Netherlands Ministry of Finance, where his last position was as Head of the Sub-National Finance Unit.



Peter Simon

Peter Simon is member of the European Parliament and Vice-Chair of the Urban Intergroup. He is a member of the following: the Committee on Economic and Monetary Affairs; the European Union (EU) Delegations to Kazakhstan, Kyrgyzstan and Uzbekistan; the EU Delegations for relations with Tajikistan, Turkmenistan, Mongolia and the Korean Peninsula; and the EU Parliamentary Cooperation Committees. He is a substitute to the Committee on Regional Development and to the Delegation for relations with the People's Republic of China. Previously he has worked, for example, as Head of the Europe Office of the City of Mannheim in Germany, and as Senior City Legal Officer and Head of Economic Development in the Rheine-Neckar Metropolitan Region.



Thierry Baert

Thierry Baert's work experience includes successive practices as an urban developer in the public sector and as an estate developer in the private sector. Currently he is Director of Studies at the Lille Metropolitan Urban Development and Planning Agency, where he has undertaken various activities: for example, in 1999 - 2001 he chaired the Eurocities Economic Development and Urban Regeneration Committee together with its Working Group on Metropolitan Areas. Thierry led the process of setting up the Lille Metropolitan Cultural Development Strategy when, in 2004, it was a European Cultural Capital, he managed the co-operation process for the Lille Metropolitan Region, and he has also organised international conferences on urban development.



Hilary Lowson

Hilary Lowson is Secretary General of the Peri-Urban Regions Platform Europe (PURPLE). Prior to that she was a Senior Policy Manager at Surrey County Council in the United Kingdom, working on European projects and partnerships as well as on environmental, rural and spatial planning policy issues.



Juliane Kürschner

Juliane Kürschner is a spatial planner working for the Planning department of the City of Amsterdam with a background of town and regional planning in Germany and France. She has worked for the National Environmental Assessment Agency of the Netherlands on peri-urban spaces called 'Land in between'. At DRO, she co-organized a European Project around the Amsterdam Food Strategy. Now she works on the Metropolitan development of the city, urban-rural relations and energy in urban planning. She is responsible for European contacts and networks in the planning department, such as METREX and PURPLE. Within METREX Juliane is active in the METREX working group URMA that elaborates good practises in Urban Rural relations as a model for territorial cohesion. Juliane is a member of the METREX Management Committee.



Franz Thun

Franz Thun has worked as a lecturer of economics and regional development and as a community development worker in an African slum area. For the charity, Caritas he was a planner and manager of international projects. He has coordinated technical cooperation programmes for different regions, and moderated conferences and planning sessions for international projects. In 1991, after being the director for coordination and service of a technical cooperation programme in Nepal, he became manager of a project for the development of small and medium enterprises (SME's) in six Polish regions and regional chambers of commerce.

Franz also participated in the training of Polish business advisors. Since 1997 he has worked for the City of Warsaw concentrating on the development of its European cooperation programme.



Jan Olbrycht

Jan Olbrycht is a member of the European Parliament and chairman of its URBAN Intergroup. He is also Vice-Chair of the Special Committee on the Policy Challenges and Budgetary Resources for a Sustainable European Union after 2013 (SURE). Jan is member of the Committee on Budgetary Control, the Committee on Regional Development, the Delegation for relations with Albania, Bosnia and Herzegovina, Serbia, Montenegro and Kosovo. He is a substitute for the Committee on Budgets, for the Delegation for relations with the Maghreb countries and the Arab Maghreb Union. Jan was also Mayor of Cieszyn and a member of the Cieszyn Council, both 1990 - 1998.



Hannu Penttilä

Hannu Penttilä has been the President of METREX since 2009. He is also the Deputy Mayor in City Planning and Real Estate for the City of Helsinki. Hannu has work experience in Finland with the Finnish Association for Nature Protection, the Finnish Ministry of the Environment, the Regional Council of Häme and the Helsinki Metropolitan Area Council. He has also been a member of the EU Expert Group on the Urban Environment (Directorate General XII), a member of the Committee of the Regions, a member, and later the President, of the European Metropolitan Transport Authorities (EMTA) Board, and the President for the Finnish Housing Reform Association.



Wladyslaw Piskorz

Wladyslaw Piskorz is the Head of the Unit for Urban Development and Territorial Cohesion in the Directorate General for Regional Policy, European Commission. Previously he was a Senior Staff Member in the Permanent Representation of the Republic of Poland to the European Union, and the Head of the Agriculture and Fisheries Department, Poland's porte parole in the Special Committee on Agriculture. On behalf of Poland Wladyslaw was actively involved in the accession negotiations to the EU. In 1993-1998 he established and managed the Agricultural Policy Analysis Unit in Warsaw. He has also conducted research and taught as an assistant professor at the Warsaw University of Life Sciences, Faculty of Agricultural Economics.



Jörg Knieling

Jörg Knieling holds the Chair of Urban Planning and Regional Development at HafenCity University of Hamburg (HCU) and is also the Vice-President for Research Affairs at HCU. He is a member of the German Academy for Spatial Research and Planning (ARL). From 1992 until 2001 he was managing director of a private planning agency (KoRiS, Hanover), then a member of the Office of the Senate of the Free and Hanseatic City of Hamburg. Jörg was a referee in different European research programmes within the Directorate General for Research and the European Institute of Technology (EIT). His main research fields are sustainable regional and metropolitan development, territorial governance, and planning theory.



Jacki Davis

Jacki Davis is Communications Director at the European Policy Centre, a leading Brussels-based think tank. Both on the radio and on television, she is a regular commentator on EU affairs. Until December 2005, she was editor-in-chief of E!Sharp, a bi-monthly magazine on the European Union, which was launched in December 2001. In October 1995 Jacki was responsible for launching European Voice, a Brussels-based weekly newspaper on EU affairs owned by The Economist Group. She was its editor for five years.

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