



PRESS KIT

Towards a sustainable and inclusive city

Informal meeting of ministers of Urban Development

**25 November 2008
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GENERAL PRESENTATION

The informal meeting of the Ministers for Housing, Urban development, Spatial planning, and Cohesion policy will focus on an issue common to their different competences: **an integrated approach to sustainable and inclusive European cities and territories.**

The guiding principles for these three days will be:

- access to housing,
- territorial and social cohesion,
- sustainable development in all its components,
- territorial mutations linked to climate change.

This event will be structured in **three sessions**:

Ministers for Housing will meet on the afternoon of 24th November, and the general topic will be: “access to housing for people in difficulty”.

The different strategies implemented by the Member States will be examined, but also the impact of EU policies on national legislation promoting access to housing. On these different subjects, Ministers will be invited to approve the draft communiqué, prepared by the Presidency with the comments received from the different delegations.

Ministers for urban development will meet all day on the 25th November, and they will deal with “the sustainable and socially inclusive city”.

A state of play of the implementation of the Leipzig Charter will be presented, and a new stage will be proposed for agreement by the Ministers, in view of launching a process towards a common reference framework, opened to all stakeholders. Moreover, the Commission will present an analysis of the urban dimension in cohesion policy.

A part of the afternoon will be devoted to thematic workshops

- urban morphology and climate change,
- deprived neighbourhoods,
- urban mobility.

Ministers will be invited to approve the draft declaration, including its annex regarding the “reference framework for implementing the Leipzig Charter”, and the draft declaration about JESSICA.

Ministers for Spatial planning and for Cohesion policy will meet on 26th November, under the general title : “cohesion serving the regions”.

This day will be divided into four sessions :

- The first debate will be devoted to territorial cohesion, following the presentation of the Green book by the Commission.
- The Ministers will debate, based on the Commission’s presentation of its assessment of the impact of new challenges on EU regions by 2020.

- as regards the Territorial agenda, the Presidency will present progress reports on works led on action 2.4, intended to prepare contributions to the debate on the most relevant key EU dossiers from the point of view of territorial cohesion. Ministers will be invited to agree with five methodological principles aimed to animate this process, and they will be invited to ask Germany and France to pursue the works on this 2.4 action until another ministerial meeting.
- the current context of financial and economic crisis prompted the Ministers to ask the Commission to present its proposals relating to cohesion policy that will be part of the action plan to be adopted on 26th November. Ministers will have the opportunity to express their very first reactions, and the Presidency will provide a synthesis, after the meeting.

LEIPZIG CHARTER ON SUSTAINABLE EUROPEAN CITIES

The Leipzig Charter on Sustainable European Cities was adopted at an informal meeting of Ministers in charge of Urban Development chaired by the German Presidency of the European Union on 24 May 2007 in Leipzig.

This key document is based on the findings of previous Presidencies, especially:

- The Lille work programme in 2000 (French Presidency);
- The Urban Achievement in 2004 (Dutch Presidency);
- The Bristol agreement in 2005 (British Presidency).

Two key messages:

- An integrated sustainable urban development at the European level;
- Special attention to disadvantaged urban neighbourhoods within all the cities covered.

Integrated sustainable urban development

With regard to integrated sustainable urban development, it highlights the following aspects:

- Creation and conservation of quality public spaces: strengthening the dialogue between architects, designers of infrastructural and town planning projects;
- Modernisation of infrastructural networks and upgrading of energy efficiency: urban transport, energy efficiency in existing buildings, rational use of natural resources, and efficient economical management of equipment;
- Active innovation policy in the fields of education and training.

Disadvantaged urban neighbourhoods

With respect to disadvantaged urban neighbourhoods, it gives the following recommendations:

- Perpetuate strategies aimed at promoting urbanistic quality: ensure that the housing stock meets architectural quality requirements and responds to the need to improve on energy efficiency;
- Reinforce the local economy and the local labour market policy;
- Develop a dynamic educational and training policy for youths and children;
- Encourage the formation of a reliable and widely affordable urban transportation system: cut down the negative impact of transportation on the environment and organise the transportation system making provision for a better integration of these urban neighbourhoods in the urban and regional framework.

A resolution was taken by the European Parliament on 21 February 2008 to monitor the Territorial Agenda and the Leipzig Charter, which expresses support to the process launched by the two papers.

In the findings of the German Presidency, the ministers agreed to cooperate closely with a view to drawing up a report on the Leipzig Charter to be presented by the end of 2008 by the tripartite presidency presently in office (France, Czech Republic and Sweden). France has honoured its commitment by assigning the NICIS Institute to conduct a survey on the drivers of public action to bring about the Sustainable European City. The results thereof will be presented in the morning of 25 November 2008 at the informal meeting of European ministers in charge of urban development.

TOWARDS A REFERENCE FRAMEWORK FOR SUSTAINABLE AND INCLUSIVE CITIES

Intervention by Carlos Alberto Richa, mayor of Curitiba (Brazil)

The city

UN Environment Prize in 1990
Ecological capital of Brazil at the ECO 1992 world conference

Annual growth rate: 5.3% between 1970 and 80, 1.8% between 1996 and 2000.

From 150,000 inhabitants in 1950, the city reached 1.8 million in 2008

432 km² and 3,674 inhabitants/km², altitude 908 m

Extent of the city north/south: 35 km; extent of the city east/west: 20 km

Metropolitan region

Number 4 economy in the country, 2.7 million inhabitants, 25 municipalities, 3.4% annual growth rate (an average of 1% in the largest metropolitan areas of the country)

1/ An exemplary policy

Carlos Alberto Richa is considered to be the best mayor in Brazil (77% of votes in the elections of 25 October 2008). He has committed the city to a project that closely links urbanism, environment and public transport, a project that has made Curitiba a model city for sustainable development since the beginning of the 70s. His success comes from the quality - considered to be excellent - he has brought to managing the city as well as that of the participation of the population that he has initiated.

Improvement of public transport: the priority of his mandate

The construction of the metro is a high priority project that has been debated for years. Today the inter-transport model bus provides 80% of trips on its own. This system has become saturated and innovative solutions must be found to avoid users relying on the car. The city of Curitiba is still the least polluted city in the country, but this record depends on a solution to de-saturate the city's transport system that will be proposed by Richa. Consequently, maintaining excellence in terms of low pollution rates means renovating the transport system.

Reasons for success

Since the beginning of his current term (4 years), Richa has established ethical, political and administrative values that underlie all the proposed actions.

- Democracy, transparency and austerity

Financial rigour, reduction in current expenses, and rationalisation of investment have allowed accumulation of tax resources and resources that have been invested in social infrastructure works (education, health, social habitat, social protection, roads, environment and transport).

- Involvement of all stakeholders

Richa has opened up dialogue with every category of the population, associations of residents, representatives of different social classes, public and private players as well as all political spheres. This has given him the credibility required to create partnerships with civil society, companies and NGOs. Democratisation in management was systematically involved through public dialog, in which the population votes for the project sites and programmes that it considers to have high priority for their district and for their community. 235 hearings were held in four years of administration, and in them, the citizens made criticisms, suggestions and proposals by participating directly in developing the municipal budget.

- Reconciling economic development and the reduction of inequalities between economic sectors and the poorest areas of the city

A balance was achieved by means of a policy of attracting companies with high technological value, the development of professional training and an offensive strategy to situate investments in areas on the limits of the city, where the municipality has concentrated 70% of its resources.

Work carried out:

- construction of 54 health facilities,
- opening of more than 9,000 places in day-care,
- of more than 1,000 streets (paved with asphalt and lined with pavements)
- first stage of the green line, a new public transport axis in the city, a corridor that combines economic development and preservation of the environment, over 9 km.

- Education and health

The initiatives in education and health - sectors in which the City has invested above the rates set by the federal constitution - have obtained recognition from the central government and international entities.

The world bank (BIRD) has reported Curitiba's health system to be the best among Brazilian capitals and the ministry of Education has awarded public education with the highest indices in the national average.

The "Curitiban Mama" programme, which is for pregnant women and their babies, has received the government prize for having achieved its objectives in reducing mother-child mortality. The "Bringing up children in good health" programme also won an award from Unesco for its broad social coverage by combining the themes of upbringing and health.

- Preservation of the Environment

The creation of the Bio-city programme includes environmental education, decontamination, repair of streams and rivers, specific reserves and environmental protection by tax incentives for owners.

In June 2005, Richa signed the green cities declaration in San Francisco; this was a set of UN protocols that foresaw a series of environmental, urban planning, water, energy and public transport actions.

In March 2006, Curitiba hosted the UN's world conferences on biodiversity and bio-security (COP 8 and MOP 3).

In June 2008, in Bonn, Richa was appointed by mayors from several countries to read the "Curitiba Declaration", a document, in which cities postulate to play a preponderant role in the fight to preserve biodiversity.

2/ Curitiba: a textbook case

Sustainable development, ecological capital of the country, better quality of life, innovative urban planning, the most innovative transport system in the world, a social, environmental and economic policy

Major strengths

- Overall thinking in the sustainable development approach, which is made possible by political and technical continuity, the creation of suitable design, management and performance instruments.
- Thought integrated in terms of urban planning that continuously connects urban concerns, transports, the environment, the economy and social development.
- The invention of an original transport system that includes mobility and urban form right from the start.
- An excellent public relations policy.

Employment

- Office villas programmes

Since 1995, these programmes have been used to combine accommodation and work in the same building. People with specific know-how may take advantage of a ground level boutique and accommodation for their family on the first floor, with the rent being paid for by the profits from the work being offered.

- Creation of the “employment line” in 1997 in the eastern part of the city

This neighbourhood is characterised by a poor population without jobs and brings together collective transport, job creation and the introduction of companies. This programme concerns 18 outlying neighbourhoods; 780,000 inhabitants take advantage of it in sections of the city where 28,000 unemployed people used to live.

All along this axis, training services for jobs have been set up with the secondary schools of the offices, collective transport, office villas, industrial divisions, waste recycling, covered sports equipment, schools, day-care centres, health services, a medical specialisation centre and the design centre. Population growth along this employment axis is 2.6% per year as compared with 1.83 for the city as a whole.

Selective waste collection and protection of the environment

- Separation of waste

A pilot city that separates 13% of recyclable and biodegradable waste (1st place nationally) (UN prize in 1990).

- “Less is more” programme: recycling construction materials
- Green exchange: exchanging recyclable waste for meal baskets, books and school equipment, toys and transport tickets.

Tourism

Urban planning has become a tourist attraction: urban interventions are visited by tourist bus.

THE URBAN DIMENSION IN THE COHESION POLICY

The working paper submitted by DG Regio entitled “The urban dimension in ERDF operational programmes 2007-2013” is based on a study of all the 316 ERDF operational programmes derived from the three objectives of the cohesion policy.

Its main goal consists in assessing the manner in which the orientation programmes emanating from the legal and thematic framework have been taken into account in the different programmes. The paper equally highlights examples from different regions and Member States.

Three different categories of actions

- Actions that seek to promote internal cohesion in disadvantaged urban neighbourhoods (former URBAN);
- Actions that seek to promote a sustainable urban development to address specific urban challenges;
- Actions that seek to promote a more balanced and polycentric development.

Information on governance and implementation of operational programmes

- The participation of cities and local authorities;
- Strategic planning;
- The financing of operations within the cities themselves.

Major conclusions

- A new period with new opportunities for cities: a broader scope of action in the city, an increased availability of funds for the city and the integration of the URBAN community initiative;
- A two-fold image that highlights a lack of symmetry between the old and the new Member States with respect to forecasting urban activities and to methods of governance, especially when it comes to “URBAN-type” operations and high propensity of new Member States to carry out sector-specific investments;
- Governance challenges sidelined, local participation limited, as the current generation of FEDER programmes display very little signs of direct local involvement in both designing and implementation;
- Improvements to be made to make up for shortcomings emanating from programming documents that may be put aside in the operational programmes implementation phase, during the mid-term revision process. Some items to be used more extensively (JESSICA, link between the operational programmes, cooperation programmes...);
- Necessary follow-up: the analysis provides a clear picture of what has been programmed, but the implementation phase will be reviewed in a separate study.

FINANCIAL TOOLS

1/ The “Jessica” programme

On 30 May 2006, the European Commission signed a memorandum of understanding with the European Investment Bank (EIB) and the Council of Europe Development Bank (CEB), which sought to ensure a “coordinated approach for financing the renewal or regeneration of urban areas and development over the 2007-2013 programming period for community structural funds.”

For a long time now, the European Investment Bank has been financing loans to local communities for urban development projects.

The novelty lies in this agreement which seeks to supplement the resources derived from European and national grants within the framework of Operational Programmes by working out a mechanism to grant loans to local communities to enable them carry out their urban development projects, including social housing. Under this strategic agreement, a new approach code-named Jessica (Joint European Support for Sustainable Investment in City Areas) has been developed, which consists in providing financing in the form of low rate loans to integrated projects for sustainable urban development.

The statement suggests that:

- Member States should equip themselves with national platforms to ease the implementation of the Jessica package;
- Management authorities should endeavour to utilise Jessica when implementing their operational programmes;
- Any revision of operational programmes may equally be considered as an opportunity to dedicate a share of Structural Fund loans to urban development projects using Jessica;
- Urban development loans, regardless of whether they derive from Structural Funds or other sources, should be put in place to help to take advantage of the Jessica package;
- Financial engineering instruments should be adjusted to meet requirements and to address the risks related to investment in integrated sustainable development;
- Targeted advertisement campaigns should be carried out to better sensitize urban development stakeholders on the Jessica package;
- Based on past experiences in the use of the Jessica package, it would be advisable to work out ways and means of ensuring a more efficient use in the post-2013 period;
- Member States, the European Union as well as the financial institutions involved shall implement a follow-up process.

2/ Perspectives for the Union for the Mediterranean

The purpose of the "Sustainable Mediterranean cities and territories" project is to promote integrated and exemplary approaches to regional and urban development and support the countries of the Southern and Eastern Mediterranean in structuring mechanisms for financing infrastructure.

The issue at stake

Controlling urban development is a major issue for Mediterranean countries, located as they are at the meeting point of a number of global challenges: migratory flows, economic development, the environment, heritage conservation and political opening.

Meeting these global challenges calls for:

- the emergence of new systems of local governance (more autonomous and more responsible)
- structuring the market for financing the infrastructures necessary to balanced development of these territories.

- transport and communications infrastructure: greater connectivity between towns, urban and rural regions and, further afield, with European and world markets generally, is crucial to ensure balanced development of these regions.

- energy (electricity grid, gas distribution, renewable energies) and water infrastructures have a structuring effect that is vital to these regions, where climate change and sustainable development are modifying national and regional development and infrastructure strategies.

Faced with this dual challenge, it is absolutely vital to mobilise the territories surrounding the Mediterranean - and all their different players - around a long-term approach to infrastructure and sustainable urban and territorial development. This is indeed the very purpose of the "Sustainable Mediterranean towns and territories" project.

The "Sustainable Mediterranean towns and territories" project

The "Sustainable Mediterranean towns and territories" project is built around **three complementary facets**:

Creation of a Mediterranean platform for supporting territorial and urban policies

This platform could be a prototype of a Mediterranean agency or foundation for sustainable territorial units

The project will be organised around a structure for supporting territorial policies, consisting of:

- a Mediterranean network of territorial and urban expertise with the capacity to intervene in concrete projects
- a territorial engineering resource centre designed to disseminate best practices in urban and territorial development and planning
- a high-level research institute focusing on development and planning for sustainable Mediterranean territories.

This structure could be built around a reorganisation of the World Bank/Villa Valmer offices in Marseille, in the framework of a broad partnership. Its objectives and operating methods will be defined in close cooperation, both with the neighbouring European countries of the Mediterranean, notably Italy and Spain, and with the eastern and southern countries of the UPM (Union for the Mediterranean).

Development of new Euro-Mediterranean instruments for financing urban and territorial development, notably with respect to infrastructure

As part of preparations for the Paris Summit on 13 July 2008, the French Caisse des Dépôts and the Italian Cassa Depositi e Prestiti (CDP) launched the "InfraMed" fund to finance urban, transport and energy infrastructure in the Southern and Eastern Mediterranean.

A new vehicle for long-term investment focusing on sustainable development in the context of a market-based approach, InfraMed aims to raise a global capital envelope of 600 million euros. It will be open to other long-term investors in Europe, the Mediterranean and beyond. Studies are

currently underway to finalise the technical and financial aspects, the aim being to set up the first group of shareholders and launch the first investments as of mid-2009.

Supporting the development and professionalization of decentralised cooperation between public authorities on both sides of the Mediterranean.

The aim is to build a common space for study, consultation and training on the territorial question, in association with Italian and Spanish structures specialising in territorial and urban cooperation, together with the countries of the Southern and Eastern Mediterranean.

The project, which could be launched at the beginning of 2009 as part of the ENPI (European Neighbourhood and Partnership Instrument), aims to trial a system bringing together a network of expertise, engineering capacities, training resources and high-level seminars in aid of sustainable urban and territorial development.

The financing could be provided in large part by the ENPI programme over a period of two years. At the end of these two years, an assessment will be carried out with the southern partners to validate the merits of the approach and perpetuate it.

A prototype structure could be set up (a joint secretariat, a steering committee and a scientific committee), bringing together several influential actors on either side of the Mediterranean: high-level elected representatives, economists, renowned urban planners and architects, the European Commission, the EIB, DIACT and major public financial institutions active in the field of urban and territorial development, such as the Moroccan Caisse des Dépôts et de Gestion.

One of the objectives is to set up systems of governance enabling full participation by Mediterranean partner countries at the different levels of action (local, regional, national, European).

The Caisse des Dépôts and DIACT have already invited the following institutions to take part in their project:

- The Italian Casa Depositi e Prestiti
- The City of Marseille
- The Caisse des Dépôts et de Gestion du Maroc (Morocco)
- The Agence Française de Développement (AFD – French Development Agency)
- IHEDAT (high-level research institute for territorial development and planning)
- The World Bank
- The Institut de la Méditerranée
- FORMEZ (Italy), etc.

All the actors concerned – States, cities on both sides of the Mediterranean, territorial and urban development experts, long-term public and private investors, bilateral and multilateral financing agencies, local and regional public authorities, non-profit organisations and, of course, the European Commission – are invited to involve themselves more closely in the project.

THREE TOPICS ILLUSTRATING THE SUSTAINABLE CITY ISSUE

1/ Workshop 1: "Urban forms and the fight against climate change"

For an urbanism of short-circuits (by David Mangin, architect & town planner)

Three active scenarios:

Real-life urbanism

It represents the heritage of urbanism devoted entirely to the motor car which, from bypasses to urban motorways, from Houston to Peking, gradually structure and ensnare conurbations in isolated sectors and secure environments, all programmes included (residential, tourist, tertiary, business parks ...). This system exists and is still very prolific despite the Kyoto Agreement and the French *Grenelle Environnement*.

Fantasy urbanism

It aspires to a (re)composition of the city by means of shared transport and green or blue corridors. This model, largely inspired by post-war Scandinavian new towns, represents an essential aspiration for new expansion projects but requires a lot of de-densification, and (re-)densification, which for the modern city means expropriation and demolition.

Urbanism of the possible

It can be defined as the ongoing pursuit of urban and regional projects that introduce into the real city soft means of transport to limit the space of the car and service those without access to cars.

It is accompanied by :

1/ "**La ville passante**"¹ which, contrary to the city of closed environments, permits access to daily services (schools, public transport stations, shops) by soft energy-saving means of transport (walking, cycling).

2/ **The requirement for short-circuits:** faced with a sharp rise in the most pessimistic estimates, we must speed up recycling and short-circuit policies: water, agriculture, industry and raw materials.

- We obviously regard water as an increasingly scarce resource to be economised and recycled. It becomes the vital thread from the roof to the pavement or the reservoir. Water also represents leisure and above all a nourishing resource. But flooding and rises in water levels lead to new types of construction, conversions and even displacements of urbanised sites.
- In the last few decades, we have spoken successively of countryside, environment, open spaces, green spaces, nature, suburban agriculture. Here also, things are moving faster.

¹ "The pedestrian-friendly city"

Numerous debates are taking place today on the self-subsistence of countries and short-circuits to service major cities. So it seems that as far as the future of cities is concerned, the "city to countryside" desire no longer applies, but rather the need for "agriculture in the city". The new common agriculture policies (CAP) will undoubtedly have to go hand in hand with a redistribution of agricultural regions between mass production areas and agricultural and horticultural farms with high added value.

- Heavy industry itself must pool raw materials, recycled materials and energy resources. [This has the consequence of novel relationships between these plants themselves as demonstrated by the Kalundborg site in Denmark where five plants (refinery, chemicals, lime and chemicals and a thermal power station) make 19 recycling and energy exchanges between each other].

2/ Workshop: "The city and neighbourhoods in difficulty"

Neighbourhoods in difficulty, we too often forget, are also the crucible of regeneration in our cities. The challenges that they present are only the exacerbated symptoms of questions running through the whole of our society. And the answers that are constructed for them often foreshadow future policy developments.

The three components of these territories – place, people and institutions and the policies that they bring to bear – offer considerable potential for experimentation with a policy of sustainable development for the city as a whole, but of course they must be considered from the point of view of their relationship between each other.

Different topics:

- **To what extent do the often rapid changes in these territories offer the opportunity to improve their physical environment while meeting the challenges of climate change?**

"Win-win" strategies could alleviate energy burdens in the most disadvantaged sectors of the public as part of urban regeneration operations, to promote the use of public transport and alternatives to the car while de-isolating neighbourhoods, and to promote architectural quality while limiting costs for the inhabitants.

- **How to draw benefit from the diversity of the inhabitants?**

The inhabitants of neighbourhoods, through their dynamism, youth and diversity, can make a major contribution to help cities respond to modern economic, demographic and cultural challenges. Nevertheless, the realisation of this potential faces numerous obstacles that represent a challenge for public policies. Which specific educational policies towards the children and young people in neighbourhoods? What training to facilitate their access to jobs? How is the gender question to be approached, what specific role do women play in neighbourhoods? How can the cultural diversity of the inhabitants of neighbourhoods be an advantage in globalisation? What is known of the individual journey trajectories of the inhabitants of neighbourhoods, and notably, how far do these territories play an integrating role for new arrivals, and also do they offer second chance opportunities for the most excluded?

- **What conclusions can be drawn from innovations that have been made, and notably the relevance of their wider application?**

To meet the needs of these neighbourhoods in a comprehensive way, public action has often had to innovate in multiple spheres. For example, it has had to establish a dialogue with the economic stakeholders in order to attract businesses into the neighbourhoods. In the area of finance, tools

such as urban development funds have involved private investors in public projects. New skills and even new professions have emerged in project management and local policy implementation. New forms of governance have appeared, based on contractualisation and transversality, the consideration of the related social and economic fabric and informal networks of solidarity, and citizen participation. The third theme for discussion will be centred on the.

3/ Workshop: “Urban Mobility”

City and mobility, a diabolical duo? (by Marc Wiel, engineer & town planner)

When freedom of movement and freedom of settlement are at odds.

The organisational rules of urban morphology (density, mix, polarity) and those of the conditions of mobility (speed, pricing, arduousness) are not unrelated and both help, in their own way and in varying degrees, to promote the social or economic interaction that enriches all human congregation, and to influence the choice of location of households and businesses. Our value system that inspires both the rules of location and those that regulate our scope for movement puts much emphasis in both on individual freedom.

But these freedoms (to move, to establish ourselves in a location) can interfere with each other and, in some extreme cases, can come into conflict.

Mobility patterns at regional level never follow institutional perimeters.

Chrono planning (giving as much importance to time as to space in urban management rules) should enable us to overcome the difficulties of communication between those disciplines that deal with mobility and urban planning, and for this we should consider mobility not in the singular but as a multiple, and that its diverse components constitute precisely the *matrix from which to elaborate different territorial levels* that no longer coincide (and can never coincide) with institutional boundaries. To be able to shed light on this question, we must categorise mobilities or social interactions from the observed transformations that they cause on space, from what makes locations of households or businesses concentrate, decentralise or disperse. And this leads us to distinguish three main categories of mobility: the mobility of proximity, of agglomeration, and metropolitan mobility.

The notion of coherence between transport and urbanism is broadening.

The challenge of sufficient but not excessive conditions for the mobility of proximity will be the possibility of building "common spaces" (premises and also public amenities) diversified socially and functionally, accessible to all, and not subordinated to the exclusive control of economic investors (e.g. supermarkets). The means used for this in the sphere of mobility will be the slowness of vehicle flows, and easy recourse to soft transport modes. In the sphere of planning, it will be sufficient density and size of neighbourhood units to guarantee the urban character of the structures, that is to say the coexistence of differences of all kinds. The "social mix" should not just be regarded as a way of compelling local institutions to share out the most deprived households. At this territorial level, it must be reflected in a willingness to integrate the diverse components of society, while at the conurbation level its significance will be above all to prevent inequality in residential mobility and its consequences on journey times and property costs.

Different compromises for different urban configurations.

But we must also bring the definition of the compromises to be made between freedom to move around and freedom to locate into line with urban configurations. Indeed, the problems to be solved differ according to the previous history of each urban region. We can broadly distinguish three cases. The case of large conurbations, or indeed very large conurbations, of urban regions made up of smaller but relatively closely knit towns, and that of more sparsely populated areas where urbanisation is less advanced.

In the case of a large or indeed very *large conurbation*, certainly the most efficient economically, the social problems come to a head as a result of the tendency for residential mobility to be obstructed. They require even more public investment in housing as well as in public transport. Environmental performance is not guaranteed by adding density if we consider their greater attraction for tourists and the greater propensity of their inhabitants themselves to travel more outside their conurbation of residence. Therefore the requalification of deprived neighbourhoods and a more assertive polycentrism will probably in the future dictate different choices for the organisation of mobility than in the past, combining traffic calming, road tolls, more closely interwoven and more hierarchically organised public transport to structure a polycentrism at present often still very deficient.

Urban regions made up of a *network of medium sized conurbations* may aspire to the performances of the largest conurbations without suffering some of their social or environmental consequences. But they are more vulnerable to accelerated suburbanisation coupled with a growing tendency for working couples not to work in the same conurbation. Mixing metropolitan and agglomeration mobilities will create recurrent congestion which will require more rigorous policies to limit road traffic without altering access to employment.

Regions of lowest density can less easily resort to public transport but are highly dependent economically on road transport. They must orientate themselves more naturally towards solutions that are less costly for the public finances, such as car pooling, or benefit from a realignment of the resources of other regions, in exchange for restrictions on the use of the car which will entail environmental constraints a the rise in the cost of energy.

Gradual adaptation by pragmatic approaches.

The urban challenges of tomorrow closely combine several dimensions that reveal risks of perverse effects when too simplistic an approach is adopted. The situations from which each European country is starting from are different, as is their cultural diversity, which makes behavioural adaptations either easier or more difficult. But we see taking shape a series of overarching issues that suggest that it would be extremely beneficial to consider the initiatives of each city as experience to be assessed together in order to draw from it the best lessons in regard to their efficiency in using public finance. The question is less one of sharing a common urban culture (since it is already common to all) than of a deeper understanding of what determines that a particular measure will have or not have an effect depending on the context, or will have or will not have a perverse effect in another sphere. This would allow us to accelerate our capacity to evaluate the performance of cities in a cross sector way.

ANNEXES

Biography of Christine Boutin

Minister for Housing and Urban Affairs



Born on the 6th of February 1944 in Levroux (Indre)
Married to Louis Boutin (1967)
Three children : Loïc, Armelle, Pierre-Yves

Background

Balzac de Tours High School, Paris Law University
1964/1969 : National Centre for Scientific Research (CNRS), external relations, office
1973/1979 : Deputy Head of the Secretariat of the General Director of the Caisse nationale du Crédit agricole
1979/1986 : Journalist, Monthly bulletin « Dossier familial » of the Crédit agricole

Political career

- Minister for Housing and Urban Affairs – 18th may 2007
- President of the FORUM of the Social Republicans, founder party and associated to the UMP since 2002, created in March 2001
- Policy advisor of Nicolas Sarkozy – since dec. 2006
- Executive Advisor of the UMP – since 2002
- Candidate to the 2002 presidential election
- UMP Deputy of the National Assembly (Parliament), Yvelines –since 1986 ; Reelected in 1988, 1993, 1997 et 2002
- 1st Vice President of the General Council in charge of economic development, agriculture and tourism - since 1994
- General Counsellor of the Yvelines (Rambouillet Canton) - since 1982
- First Deputy Mayor of Rambouillet – from 1983 to 2001
- Mayor of Auffargis - from 1980 to 1983
- Municipal Counsellor
- Conseiller municipal - à partir de 1977

Specific responsibilities

At the National Assembly

- Member of the Committee of culture, family and et social affairs
- Member of French Delegation at the Parliamentary assembly of NATO
- Member of the Human Rights National Consultative Committee
- Spokesman of the law project establishing the Enforcable Right to Housing (DALO)– Feb. 2007
- Vice President of the Special Committee in charge of the Law project related to the patients rights and to the end of Life – 2004
- Spokesman of the law project relating to the decentralization regarding the minimum inclusion wage and creating a minimum activity wage (RMA) – 2003
- Spokesman for opinion on the finance project for 2003 on the budget of social action, fight against exclusion and Town - draft opinion on the minimum inclusion wage (RMI) - 2002
- At the origin of a colloquium on the universal dividend at the National Assembly – June 2004
- At the origin of the First Parliamentary Meeting on prisons – Dec. 2004
- Chairman of the study group of the prisons regime and prisons
- Vice-president of the study group on the biotechnologies applications on genetics and on the ethical problems

- Vice-president of the study group on the integration of vulnerable persons
- Vice-president of the study group on the homeless
- Vice-president of the friendship group between France and Croatia
- Vice-president of the friendship group between France and the United States of America
- Vice-president of the friendship group between France and Togo
- Member of the friendship groups or of the study groups internationally oriented between France and the following countries : South Africa - Argentina - Austria - Benin - Cambodia - Congo (Republic of) - Ecuador - Israël - Lebanon - Madagascar - Mauritius - Québec - Slovak (Rep.) - Sudan - Turkey - Vatican
- Vice-president of the International Assembly of French Speaking Members of Parliaments (under the last legislature)
- Member of the Parliamentary inquiry Committee on sects , from July 1995 to January 1996
- Member of the Information mission on national service - 1995 – 1996
- Member of the Parliamentary inquiry Committee on prisons – Feb-July 2000
- Member of the bioethics mission, from May 2000 to June 2001 and since then, of the Special Committee on bioethics

In the Yvelines :

- Member of the office of the Natural Regional Park of the High Valley of Chevreuse since 1985
- Founder of the “Alliance for the Rights of Life”
- Member of the Abolitionist Parliamentary association
- Member of the Superior Council of adoption from 1989 to 1993
- Vice-president of the CNID (National Drugs Information Centre) since 1998
- Consultant for the Vatican Council for the Family since 1995
- Godmother of Illata, hosting and fight centre against genital mutilations in the region of Afar in Ethiopia

Publications

- Christine BOUTIN - Je ne suis pas celle que vous croyez - Editions First – nov. 2006 (“I am not the one you think I am”)
- Pour sortir de l’isolement, un nouveau projet de société - Rapport au Premier ministre - La Documentation Française – oct. 2003
Draft report to the Prime Minister (“In order to get away from isolation, a new society project”)
- Draft Report on the law project relating to the decentralization regarding the minimum inclusion wage and creating a minimum activity wage (RMA) - National Assembly, N°1216 – nov. 2003
- Draft Opinion on the finance project for 2003- Social Affairs, work and solidarity : social action, fight against exclusion and Town – (National Assembly, N°0257 – october 2002)
- L’Embryon citoyen - Éditions Le Sarmant – mai 2001 (“The embryo citizen”)
- Les larmes de la République - Éditions Plon – sept. 1999 (“The tears of the Republic”)
- Le mythe bioéthique - Éditions Bassano – ouvrage collectif – sept. 1999 (“The bioethic myth”)
- Le « mariage » des homosexuels ? Cucs, Pic, Pacs et autres projets législatifs - Éditions Critérium – 1998 (“The Gays marriage ? Cucs, Pic, Pacs and other law projects”)
- Oser la famille - 40 propositions du groupe parlementaire du même nom, pour une nouvelle politique familiale – 1997 (“Daring the Family”)
- Pour la défense de la vie - Éditions Téqui – 1994 (“For the defense of the Family”)
- L’enfant et la télévision - Rapport de l’Assemblée nationale – 1994 (“Child and the television”)
- Une éthique sans citoyen - Éditions universitaires – 1992 (“Ethics without citizen”)

Biography of Mrs Fadela Amara

**Secretary of State for Urban Policy,
attached to the Minister for Housing and Urban Affairs**



Born in 1964 in Clermont-Ferrand (Puy-de-Dôme)

Education

- Vocational Training Diploma in Office Administration
- Honorary Doctorate from the Free University of Brussels
- Honorary Doctorate from the University of Manchester

Career

Founder of the Republican French Tour of the « Ni putes ni soumise » («Neither Whores Nor Submissives ») Association in 2003

Elective Office

Municipale Councillor in Clermont-Ferrand since 2001

Other Offices held

- Président of the « Ni putes, Ni soumise » (Neither Whores Nor Submissives) Association (NPNS) since 2003
- Président of the fédération nationale des maisons des potes (FNMP) (a national network of community associations), since 2000
- Member of the « Haute Autorité de lutte contre les discriminations et pour l'égalité » (Halde) (High Authority for the Fight against Discrimination and for Equality), since 2005
- Member of the « Observatoire de la parité entre les femmes et les hommes » (Gender Parity Observatory), since 2002
- Member of the Sponsorship Committee of the « Coordination française pour la décennie de la culture de paix et de non-violence » (French Coalition for the Decade for the Promotion of Peace and Non-violence)
- Activist with SOS Racisme, since 1986.

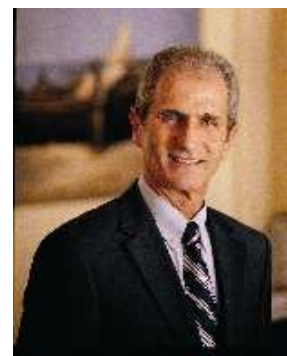
Latest published works

- Jamais soumis, jamais soumise (Never Submissives) (avec Albert Jacquard), éditions Stock, 2007
- La Racaille de la République, (The Rabble of the Republic) (with Mohammed Abdi), éditions Le Seuil, 2006
- Ni pute ni soumise (Neither Whores Nor Submissives) (with Sylvia Zappi), éditions La Découverte, 2003.

Biography of Hubert Falco

Secretary of State in charge of Spatial Planning

**Ministry of Ecology, Energy, Sustainable Development,
and Town and Country Planning**



Born on May 1947 in Pignans, France
3 children
Company director (S.M.E.)
Knight of the French Order of Agricultural Merit

POLITICAL CAREER

- 1971: Pignans Municipal Councillor
- 1983: Elected Mayor of Pignans
- 1985: Elected General Councillor of the Var Department
- From 1985 to 1994: President of the General Council's Agriculture and Forests Commission
- 1988: Elected Var Député (Member of Parliament)
- 1988: Elected Vice-President of the Var General Council
- 1989: Re-elected Mayor of Pignans
- From 1990 to 1994: Treasurer of the Mayors of France Association
- From 1990 to 1994: President of the Var Department Fire Service
- 1992: Re-elected General Councillor of the Var
- 1993: Re-elected Var Député (Member of Parliament)
- From 1993 to 1994: National Assembly Office Secretary
- 1994: Elected President of the Var General Council
- 1995 (June): Re-elected Mayor of Pignans
- 1995 (September): Elected Senator of the Var
Rapporteur of the Foreign Affairs, Defence and Air Forces Commission
- 1996: Accredited Judge at the Court of Justice of the French Republic
- 1996: Deputy Judge at the High Court of Justice of the French Republic
- 1997: President of the Board of Governors at the Toulon-La Seyne Intermunicipal Hospital
- 1997 (October): Elected President of the Centre-West Var Study and Development Mixed Syndicate

- 1998 (March): Re-elected General Councillor of the Besse Constituency
Re-elected President of the Var General Council
- 1998 (June): Re-elected President of the Centre-West Var Study and Development Mixed Syndicate
- 1998 (September): Re-elected Accredited judge at the Court of Justice of the French Republic
Re-elected Deputy Judge at the High Court of Justice of the French Republic
- 1998 (October): Re-elected President of the Board of Governors at the Toulon-La Seyne Intermunicipal Hospital
- 2001 (23 March): Re-elected President of the Var General Council
- 2001 (25 March): Elected Mayor of Toulon
- 2002 (8 February): Elected President of Toulon Provence Méditerranée
- 2002 (17 June): Appointed Minister of State for Elderly People by Jean Pierre Raffarin, Prime Minister of Jacques Chirac
- 2004 (31 March): Appointed Minister with responsibility for elderly people by Jean Pierre Raffarin, Prime Minister of Jacques Chirac
- 2004 (26 September): Re-elected Senator of the Var
Member of the Foreign Affairs, Defence and Armed Forces Commission
- 2004 (28 October): Resignation from Government
- 2008 (9 March): Re-elected Mayor of Toulon on the first ballot (winning 65.2% of the votes)
- 2008 (18 March): Appointed Minister of State for Regional Planning by François Fillon, Prime Minister of Nicolas Sarkozy.
- 2008 (April 2008): Resignation from his term of office as Senator.

Biography of Mrs Danuta Hübner

**Professor Danuta Hübner, Ph. D.
Member of the European Commission**



Personal Details

Nationality: Polish
Born on April 8, 1948, in Nisko, Poland
Two daughters: Ewa and Karolina

Education and academic career

2008 : Honorary Doctorate in Political Science, Università degli Studi, Camerino, Italy
2007 : Honorary Doctorate of the University of National and World Economy, Sofia, Bulgaria
2005 : Honorary Degree in Laws of the Sussex University
1992 : Scientific title of Professor conferred by the President of the Republic of Poland
1991-1994 : Deputy Director, Institute for Development and Strategic Studies, Warsaw
1988-1990 : Fulbright scholar, University of California, Berkeley
1981-1987 : Deputy Director of the Research Institute for Developing Countries, Warsaw School of Economics
1980 : Post-doctoral degree in international trade relations, Warsaw School of Economics
1974 : Ph. D. in economics, Warsaw School of Economics
1974 : Visiting scholar at the Centre for European Studies at the University of Sussex
1970's : Visiting scholar Universidad Autonoma in Madrid
As of 1971 : Scholar at the Warsaw School of Economics (currently on leave)
1971 : MSc in Economics, Warsaw School of Economics (Central School of Planning and Statistics)

Professional career

As of 1st of May 2004 : Member of the European Commission, Brussels
2003-2004 : Minister for European Affairs, Poland
2001-2003 : Head of Office of the Committee for European Integration and Secretary of State, Ministry of Foreign Affairs, Poland
2000-2001 : United Nations Under Secretary General and Executive Secretary, United Nations Economic Commission for Europe, Geneva
1998-2000 : Deputy Executive Secretary, United Nations Economic Commission for Europe, Geneva
1997-1998 : Minister Head of the Chancellery of the President of the Republic of Poland
1996-1997 : Government Plenipotentiary for establishing the Committee for European Integration (KIE), Secretary of KIE with the rank of Secretary of State and Head of the Office of the Committee for European Integration (UKIE)
1995-1996 : Chief Negotiator for accession to OECD
1994-1996 : Under-Secretary of State in the Ministry of Industry and Trade, Poland

Extraprofessional activities

Posts in foundations or similar bodies
Member, Commission on Growth and Development, under the auspices of the World Bank
Member of the Scientific Board of the 'Bank and Credit', Polish monthly magazine
Honorary Chairman of the Programming Board of the "Euroregiony", Polish magazine published in Katowice.
Member of the Programme Council of "Nowe Życie Gospodarcze", Polish economic bi-weekly magazine
Member of the association for counteracting social exclusion of persons suffering from psychiatric disorders "MOST", Bydgoszcz
Honorary member of "Soroptimist International Poland — Dom Polski" Association, Warsaw

Member of the Board of Directors, Policy Network and Communications Ltd., London
Member of the Advisory Board, Global Public Policy Institute, Berlin
Member of the Advisory Council of BELA Foundation, Berlin

Posts in educational institutions

Member of the Programme Board of the Polish Institute of Oncology, Warsaw
President of the Programme Board of the Management Institute, Warsaw
Member of the Scientific Council of the State Veterinary Institute in Pulawy
Member of the Scientific Council of the Central Mining Institute, Katowice
Member of the Programme Council of the European Business Academy for Enterprises, Warsaw
Member of the Economic Sciences Committee of the Polish Academy of Sciences (2007-2010), Warsaw
1998-2001 : Economic Advisor to the President of the Republic of Poland
1996-1998 : Member of the Scientific Board of Economic Sciences Institute of the Polish Academy of Science
1995-1997 : Member of the National Statistics Council of Poland
1994-1997 : Editor-in-Chief of "Gospodarka Narodowa", Polish monthly
1994-1995 : Advisor to the Deputy Prime Minister and Minister of Finance
Co-author of the Government Programme "Strategy for Poland"
1992-1996 : Chairperson of the Council for Social Planning, Central Office for Planning
1991-1997 : Deputy Editor-in-Chief of the "Ekonomista", Polish bi-monthly
1987-1996 : Member of the Executive Committee of the European Association of Development Research and Training Institutes, Geneva

Biography of Carlos Alberto Richa

Mayor of Curitiba (Brazil)



Place of Birth: Londrina – PR

Date of Birth: July 29th 1965

Parents: José Richa e Arlete Vilela Richa

Marital status: married

Spouse: Fernanda Bernardi Vieira Richa

Children: Marcelo, André and Rodrigo

Academic Formation:

graduation – Civil Engineering – Pontificus Catholic University – Curitiba – Pr

Secondary – Colégio Bom Jesus – Curitiba – Pr

Elementary – Escola Estadual Hugo Simas – Londrina – Pr

Public Offices:

1992 – Candidate to City Councillor 1992 by PTB

1995 – Elected State Representative with 22,000 votes

1998 – Re-elected State Representative with 44,838 votes

2000 – Elected Deputy-Mayor of Curitiba

2001 – City Secretary of Public Works of Curitiba - from January to October

2002 – Candidate to governor of the State of Paraná (PSDB) receiving 888,796 votes

2003 – Elected president of PSDB PR

2004 – Elected mayor of Curitiba with 494,440 votes.

2007 - Vice-President for the South Region of National Mayors Front

2008 - Re-elected Mayor of Curitiba with 778,514 votes (77.27%).

Titles/Tributes:

2006/2008 - Mayor Friend of Children (Abrinq/Unicef)

2007 - Honorary Citizen of Londrina

2007/2008 – Best Mayor in Brazil – prize awarded by Instituto Brasmarket, DCI newspaper and portal IG.

2007/2008 – Best Mayor in Brazil – Instituto Datafolha (four suveys)

Born in July 29th, 1965 in Londrina, in the north of Paraná. Beto Richa, as he is known, is the second of three children of José Richa – former governor of Paraná between 1983 and 1986 - and Arlete Vilela Richa.

Descendant of Lebanese immigrants, Beto Richa spent his childhood between Londrina and Brasília. In Londrina, he started his elementary education at the Hugo Simas State School. As a teenager, he moved to Curitiba, where he did his secondary education at Colégio Bom Jesus. Beto Richa is a Civil Engineer graduated at Catholic University of Paraná (PUC-PR).

Married to lawyer Fernanda Bernardi Vieira Richa, they have three children: Marcello, André and Rodrigo. Inspired by his father's well-known political trajectory – who also had two terms of office as Congressperson, was mayor of Londrina, and senator - Beto Richa entered public life at the age of 29 years old.

His political debut was in 1994, when he was elected state representative with 22 thousand votes. Four years later, he was reelected, with double the votes. During his two terms of office in the State Legislative House, Beto Richa introduced many bills, many of which resulted in laws that helped to improve the living conditions of many Paranaense families.

Some of these laws were more important and served as example for the rest of the country. One example, was the law that ensured payment of an indemnity to the families of former political prisoners. Another important law is the one that obliges financial institutions to install video cameras and monitoring systems at ATMs, in addition to keeping a security agent throughout the daily opening period.

He is also the author of the law that established the State Fund for Prevention of Drug Abuse (Funpred). In his second term of office alone, Beto Richa approved in plenary over 20 projects, later transformed in laws.

Still as a state legislative, Beto Richa acted as member of the Permanent Commissions of the Legislative House. He was vice-chair of the Finances Commission and member of the Constitution and Justice, Public Works, Transportation and Communications, and the Human Rights and Citizenship Commissions. He was also substitute member of the Tourism and Public Health Commissions.

Acknowledged by different political groups, Beto Richa was chosen in 2000 to be candidate to deputy-mayor. Elected, in the first year of his term of office, he took on the City Department of Public Works.

In the City Hall, Beto Richa opened the doors of his office to the population of Curitiba, receiving suggestions and hearing criticisms from the inhabitants of the city's 75 districts. In 2002, he was a candidate to the Government of the State of Paraná for the PSDB and received 888,796 votes.

In the following year, he reassumed the post of deputy-mayor of Curitiba.

In 2004, at 39 years old, Beto Richa was elected mayor of the city with 494,440 thousand votes. In 2008, he was reelected with 778,514 votes, or 77.27% of the votes.