

Relevant Contacts with Research on the Theme of Government: Policies, Implementation & Regional Co-operation

One Tonne Challenge (噸噸愛地球) (Note 1)

「噸噸愛地球」是由嘉道理農場暨植物園及大埔環保會合辦，香港基督少年軍及多支制服團體、專業機構一同支持的計劃，目的為倡議市民以每人一年減排一噸二氧化碳為目標，致力節省電力、減省燃油消耗及食物里程，積極回應全球暖化及改善空氣質素。

現時每年，香港平均每名市民的溫室氣體排放量相等於 6.5 噸二氧化碳，其實只要多留意一些生活細節，減少排放一噸二氧化碳，並非難事！

例子 1：盡量使用風扇代替空調。如需要使用空調，將恆溫調較至 26 度或“微冷”狀態，配以風扇使用改善空氣流動，以減少使用空調，一年減排超過 0.2 噸 CO₂。

例子 2：使用電腦後，關掉電腦主機、顯示器及數據機，不把電器設置備用狀態，拔掉非經常使用的電器及充電器的插頭，一年減排超過 0.1 噸 CO₂。

例子 3：不把恆溫電熱水壺置備用狀態，水沸即關電源，一年減排 0.4 噸 CO₂。

節省能源 互動遊戲、展覽及「找漏關、漏一噸」尋寶遊戲
Energy saving interactive games, renewable energy display and treasure hunt activities

動手做工作坊 天然彩染、木及紙藝工作坊
DIY workshops on natural crafting, dyeing, wood and paper art

傳統工藝 編燈籠、炒茶、有機菜莊及藤籃編織示範
Traditional handicraft and lantern making, tea processing, organic cookery and rattan-basket knitting demonstration

有機農墟 本地時令有機蔬果、雞蛋及有機豆品
Organic market of locally produced fruits, vegetable, eggs and soy products



減減一噸CO₂ 你我都得到!
Cut down 1 tonne CO₂ You CAN do it too!

每日
減用冷氣1小時，
半年可減排0.2噸CO₂ 及節省\$200電費
Reduce your **air conditioner** use by
1 hour per day for 6 months
= ↓0.2 Tonne CO₂ +
↓\$200 Electricity Tariff

What is One Tonne Challenge?

Why U?

You may have already taken steps to conserve the environment. The 1-Tonne-Challenge invite you to make a bigger commitment. It helps protect our environment, improve air quality and save money!

Why focus on CO2?

The sheer volume of carbon dioxide (CO₂) in the atmosphere compared to other greenhouse gases means that CO₂ is by far the largest contributor to greenhouse warming. The rapid increase of CO₂ concentration in the atmosphere in these two centuries is also closely related to human activities. Therefore, we choose to focus on reducing CO₂ emission and we believe it is an area we can act upon to combat climate change.

Since the 18th century, human activities has been increasing the 'source' of greenhouse gas emissions, while at the same time weakening the 'sink' on the earth's surface, which can reduce the concentration of greenhouse gas in the atmosphere. The concentration of CO₂ in our atmosphere has increased about 30% over the last two centuries, mainly due to burning of fossil fuel (increasing the source) and a changing landuse such as deforestation (reduce capacity of the sink) because of human activities.

Additionally, while some greenhouse gases have a half-life of several decades, the half-life of CO₂ is on the order of a century. Over half of the carbon dioxide we release today will still linger in the atmosphere even in 2107.

We are part of the problem, we can be part of the solution. Reducing CO₂ emissions is possible. Click in the One Tonne Challenge calculator now to find out how you can cut down your CO₂ emissions to combat climate change, improve air quality and save money.

Is the Challenge Possible?

Can you unplug the electric distilled water machine when you are off duty or during bedtime? Can you switch off the electric thermal pot after the water has boiled? Can you cut use of an air conditioner by 1 hour per day?

If you answer "yes" to the questions, then you have capacity to save more than one tonne of annual CO₂ emission. You will also save over \$1300 on your electricity bill in return.

In Hong Kong, every 1000 kW of electricity consumed releases 700 kg of CO₂. Saving 1 tonne of CO₂ cuts down your electricity tariff by \$1300/year or \$108/month. If you or your family drives, you can save 0.5 tonne of annual CO₂ emissions by reducing your petrol bill by \$55 a week.

Cutting down your annual CO2 emissions by one tonne is truly possible! Login Get Started Now and use the 20 questions of Our One Tonne Challenge calculator to add up the tonnes of CO2 savings related to every little action in daily life. Whatever the actions - they add up!

Our CO2 emissions are mainly associated with direct energy use. Therefore the One Tonne Challenge focus on saving energy. On average, each Hong Kong person consumed 41.84 Giga Joules (GJ) of energy in 2004. Transportation accounted for 36% of the energy consumption, while over 24% of the electricity and 50% of the gas are consumed at our homes. The power plants in Hong Kong use mainly coal and natural gas (both are fossil fuel) as fuel to generate electricity. Each large 1000 Megawatt (MW) coal-fired plant typically emits 5.6 million tonnes of CO2 per year. For every litre of petrol used, a car will emit 2.4 kg from the exhaust (mainly CO2). On average, the greenhouse gas emission of each Hong Kong person is equivalent to 6.5 tonnes of CO2 in 2004. This figure does not include the indirect CO2 emissions from the manufacturing and transportation of the services and products we enjoy!

What is One Tonne Challenge?

Jointly organized by Tai Po Environmental Association (TPEA) and Kadoorie Farm and Botanic Garden (KFBG), One Tonne Challenge calls on each Hong Kong citizen to pledge for cutting one tonne of annual carbon dioxide (CO2) emission in order to combat climate change. We will present the total quantity of CO2 emission saving as a green gift to the Games of the XXIX Olympiad Beijing 2008.

Seven uniform groups with membership of 200,000 people and several professional groups have committed their support to the Challenge.

With one more person join the Challenge, there will be one less tonne of CO2 emission. We invite you to join the One Tonne Challenge to cut one tonne of CO2 emission.

Every year, the greenhouse gas emission of each Hong Kong person is equivalent to 6.5 tonnes of CO2 each year on average! Cutting emission by one tonne is not impossible by making little changes in daily life. Login 'Get Started' and use our One Tonne Challenge calculator to work out your CO2 saving budget. Take action to combat climate change, improve air quality and save money.

You are also invited to join the One Tonne Challenge Carnival, which is held on every Sunday at the Central Star Ferry Pier - the Organic Farmers' Market @ Central is held on every Sunday, and a large-scale Carnival is held on the third Sunday of each month. Come join us to learn more about climate change and enjoy a nice Sunday with low CO2 emission.

Articles from EU on Sustainability (note 3)

❶ REGIONAL SUSTAINABILITY – EU

(Source: European Sustainable Cities Report 1996)

Full Report: <http://ec.europa.eu/environment/urban/pdf/rport-en.pdf>

Background

Increasing urbanisation of the world coupled with global issues of climate change, water shortage, environmental degradation, economic restructuring and social exclusion, demand that we take a deeper look at the future of our cities in Europe. The European Sustainable Cities Report expresses how these ideas have been developed and how they should be pursued further in European urban settings.

The Sustainable Cities Project was established by the European Commission in 1991 following publication of The European Commission Green Paper on the Urban Environment. In 1993 the Expert Group, which consists of national representatives and independent experts, launched the Sustainable Cities Project focusing on 'consider how future town and land use planning strategies can incorporate environmental objectives' and to 'advise how the Commission could develop the urban environment dimension within Community environment policy'. It concerned with identifying the principles of sustainable development and the mechanisms needed to pursue it, not only in cities, but at all levels of the urban settlement hierarchy.

First phase of the Sustainable Cities Project (1993 to 1996) principally aimed to contribute to the development of thinking about sustainability in European urban settings, to foster a wide exchange of experience, to disseminate good practice about sustainability at a local level and to formulate recommendations to influence policy at European Union, Member State, regional and local level, as called for in the Council resolution of 1991.

The exchange of information and experience is being further encouraged through the European Sustainable Cities and Towns Campaign, initiated at the first European Conference on Sustainable Cities and Towns (1994).

The report provides a framework for local action and identifies a set of principles to use in setting goals and in evaluating and monitoring progress towards sustainability in urban areas:

1. The principle of urban management - The process of sustainable urban management requires a range of tools addressing environmental, social and economic concerns in order to provide the necessary basis for integration.

2. The principle of policy integration - the combination of the subsidiarity principle with the wider concept of shared responsibility. Integration should be achieved both horizontally, to stimulate synergetic effects of social, environmental and economic dimensions of sustainability, and vertically, between all levels of the European Union, Member States, regional and local governments to achieve greater coherence of policy and action and to avoid contradicting policies at different levels.

3. The principle of ecosystems thinking - city as a complex system; continuous processes of change; regards aspects such as energy, natural resources and waste production as chains of activities that require maintenance, restoration, stimulation and closure in order to contribute to sustainable development; also each city is a social ecosystem.

4. The principle of cooperation and partnership - Sustainable management is a learning process, within which 'learning by doing', sharing experiences, professional education and training, cross-disciplinary working, partnerships and networks, community consultation and participation, innovative educational mechanisms and awareness raising are key elements.

Other E.U. European and Global Initiatives with Spatial Implications

(Source: The European Spatial Development Perspective (E.S.D.P.) - Comments and recommendations from the European Consultative Forum on the Environment and Sustainable Development, Jan 1999)

- Eurocities (a network of 81 cities in 25 European countries),
- The International Council for Local Environmental Initiatives (ICLEI),
- The Local Agenda 21,
- The European Community Programme of Policy and Action in relation to Environment and Sustainable Development (5th Environmental Action Programme),
- The European Commission Expert Group on the Urban Environment,
- The Directive of the European Commission on Habitat protection (Natura 2000),
- The Communication from the Commission on Sustainable Urban Development in the European Union: a Framework for Action (COM 605),
- The Transeuropean Networks,
- The Habitat II initiative.

2 REGIONAL SUSTAINABILITY – SUMMARY OF EUROPEAN SPATIAL DEVELOPMENT PERSPECTIVE

(Source: European Spatial Development Perspective, final version, May 1999)

Full Report: http://ec.europa.eu/regional_policy/sources/docoffic/official/reports/som_en.htm

Background

European Spatial Development Perspective (ESDP) was an important step in the progress towards European integration. Member States and the Commission reached agreement on common objectives and concepts for the future development of the territory of the European Union. The aim of spatial development policies is to work towards a balanced and sustainable development of the territory of the European Union. Regional and local authorities must work together in the future across national boundaries. The ESDP is a suitable reference document for encouraging co-operation, while at the same time respecting the principle of subsidiarity.

Purpose

The ESDP will serve as a policy framework for the Member States, their regions and local authorities and the European Commission in their own respective spheres of responsibility.

Three fundamental goals

1. economic and social cohesion;
2. conservation and management of natural resources and the cultural heritage;
3. more balanced competitiveness of the European territory

The Spatial Approach at European Level

Long-term spatial development trends in the EU are above all influenced by three factors:

1. the progressive economic integration and related increased co-operation between the Member States,
2. the growing importance of local and regional communities and their role in spatial development, and
3. the anticipated enlargement of the EU and the development of closer relations with its neighbours.

These three development factors must be seen against the background of global economic and technological developments, as well as general demographic, social and ecological trends.

Spatial development issues in the EU can, in future, only be resolved through co-operation between different governmental and administrative levels. In the wake of European integration, closer relations at all levels are developing: between the regions themselves and between the regions and the national and European authorities. The ESDP provides the possibility of widening the horizon beyond purely sectoral policy measures, to focus on the overall situation of the European territory and also take into account the development opportunities which arise for individual regions.

EU shows serious economic imbalances impeding the realisation of regionally balanced and sustainable spatial development. London, Paris, Milan, Munich and Hamburg has 40 % of the EU's population, accounts for 50% of the EU's GDP and covers 20% of the EU territory. Southern border of the EU - from Portugal to Southern Spain, Southern Italy and Greece - as well as in the new Länder in Germany, the GDP per capita only reaches about 50% to 65% of the EU average. Northern Finland and the North of the United Kingdom – less than 50%. (See Map 1)

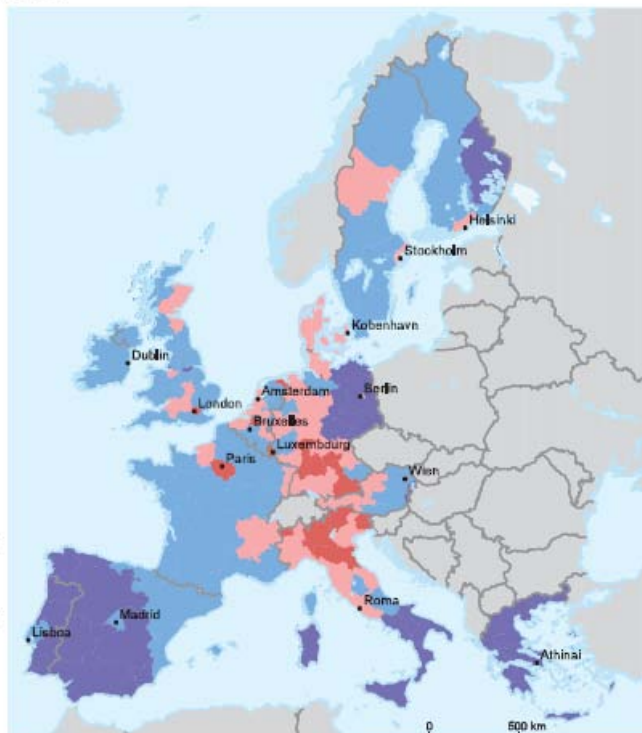
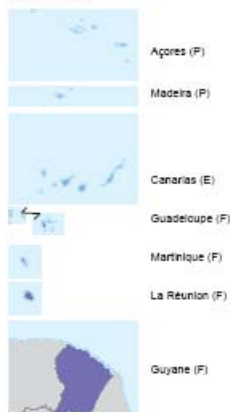
Map 1: Gross Domestic Product

GDP by PPS Per Capita 1995
Index: EUR 15 = 100

NUTS 2



Source: Eurostat



The ESDP starts from the assumption that growth in itself or convergence of economic key figures is not sufficient to develop a balanced and sustainable economic and spatial structure in the EU.

Economic growth must reach a broader population through increased employment.

The growing economic integration leads to a steady increase in passenger and goods transport, inducing regional pressures on settlements and transport infrastructure. Growing traffic volumes and an inefficient organization of settlement make the EU a major contributor to world-wide CO2 emission. A big challenge for spatial development policy is to contribute to the objectives of reducing emissions into the global ecological system.

Underlying Objectives of the ESDP

The European Spatial Development Perspective is based on the EU aim of achieving a balanced and sustainable development, in particular by strengthening economic and social cohesion. In accordance with the definition laid down in the United Nations Brundtland Report, sustainable development covers not only environmentally sound economic development which preserves present resources for use by future generations but also includes a balanced spatial development. This means, in particular, reconciling the social and economic claims for spatial development with the area's ecological and cultural functions and, hence, contributing to a sustainable, and at larger scale, balanced territorial development. The EU will therefore gradually develop, in line with safeguarding regional diversity, from an Economic Union into an Environmental Union and into a Social Union.

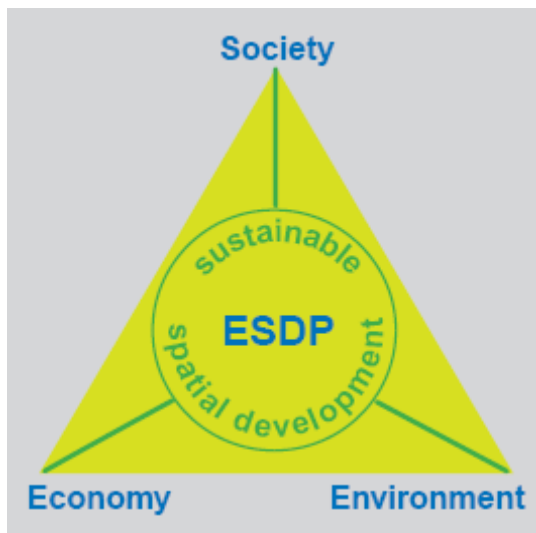


Fig. Triangle of Objectives: a balanced and Sustainable Spatial Development

To achieve more spatially balanced development, these goals must be pursued simultaneously in all regions of the EU and their interactions taken into account.

Spatial development policies promote sustainable development of the EU through a balanced spatial structure. As early as 1994, the Ministers responsible for spatial planning agreed on three policy guidelines for the spatial development of the EU:

1. development of a balanced and polycentric urban system and a new urban-rural relationship;
2. securing parity of access to infrastructure and knowledge; and
3. sustainable development, prudent management and protection of nature and cultural heritage.

The Status of the ESDP

Observed by Member States in co-operation with the European Commission, the ESDP, as a legally non-binding document, is a policy framework for better cooperation between Community sectoral policies with significant spatial impacts and between Member States, their regions and cities. It is, therefore, consistent with the political principles, agreed in 1994, as follows:

- spatial development can contribute in a decisive way to the achievement of the goal of economic and social cohesion,
- the existing competencies of the institutions responsible for Community policies remain unchanged. The ESDP may contribute to the implementation of Community policies which have a territorial impact, but without constraining the responsible institutions in exercising their responsibilities,
- the central aim will be to achieve sustainable and balanced development,
- it will be prepared respecting existing institutions and will be non-binding on Member States,
- it will respect the principle of subsidiarity,
- each country will take it forward according to the extent it wishes to take account of European spatial development aspects in its national policies

The ESDP as a Process

ESDP is the result of intensive discussion among the Member States and the European Commission on the spatial development of the EU. Through consultations at both national and European level, fifteen Member States, involving central governments, regions and social groups. European Commission staged a series of public seminars, together with the Member States, on the key issues of the ESDP. The opinions of the European institutions and the inter-service consultations of the European Commission have also provided important contributions for the ESDP. The ESDP is, thus, the result of a Europe-wide process of public debate.

The political objectives and options proposed aimed at guiding spatial development of the spatial structure in the fifteen Member States. The evaluation of possible impacts of sectoral planning decisions on the development of cities and regions is an ongoing process.

Current EU policies with Spatial Impact

The following are the most important treaty headings providing the European Commission with the basis for action with implications for spatial development in the EU:

- Community Competition Policy;
- Trans-European Networks (TEN);
- Structural Funds;
- Common Agricultural Policy (CAP);
- Environment Policy;
- Research, Technology and Development (RTD);
- Loan Activities of the European Investment Bank.

These are Community-wide binding regulations. The spatial effects of Community policies do not automatically complement each other, nor do they automatically correspond to the development concepts of regions and cities. Without a reciprocal fine-tuning process, they can unintentionally aggravate disparities in regional development. ESDP is an instrument which can help to improve the co-ordination of Community policies.

Policy Aims and Options for the Territory of the EU

Spatial Orientation of Policies

1. because of development disparities, take spatially differentiated measures;
2. all authorities and government agencies at Community, national, regional and local levels

Spatial Development Guidelines

1. Polycentric Spatial Development and a New Urban-Rural Relationship

a) *Polycentric and Balanced Spatial Development*

EU is now of a size and diversity which demands a spatial development strategy. The concept of polycentric development has to be pursued, to ensure regionally balanced development, because the EU is becoming fully integrated in the global economy. Pursuit of this concept will help to avoid further excessive economic and demographic concentration in the core area. Greater competitiveness of the

EU demands a stronger integration into the global economy.

Economic potential can only be utilized through polycentric settlement structure. The creation and enlargement of several dynamic global economy integration zones accelerates economic growth and job creation particularly in structurally weak areas. At present, there is only one outstanding global economic integration: London, Paris, Milan, Munich and Hamburg, which possesses high income level and well-developed infrastructure. Further concentration would not lead to reduction in disparities.

A graduated city-ranking must be the goal. This is an essential prerequisite for the balanced and sustainable development for local entities and regions and for developing the real locational advantage of the EU vis-à-vis other large economic regions in the world. Suitable policy measures should ensure efficient infrastructure at transnational, national and regional level; procedures must be found to enable cities and regions to complement each other and cooperate. Cooperation also applies to city networks at regional level, inter-regional, transnational or even EU level.

Complementarities should not only be on economic but be expanded to all urban functions, such as culture, education, knowledge and social infrastructure; must encourage effective-cooperation between cities. A prerequisite: voluntary nature of the cooperation and equal rights of the partners.

The creation of networks of smaller towns in less densely settled and economically weaker regions is also important. Cities far apart should cooperate in networks aimed at solving common problems, with common objectives, pursue joint projects.

Cooperation also applies to between cities and regions beyond the external borders of the EU.

Proposed Policy Options:

- Strengthening of several larger zones of global economic integration in the EU, equipped with high-quality, global functions and services, including the peripheral areas, through transnational spatial development strategies.
- Strengthening a polycentric and more balanced system of metropolitan regions, city clusters and city networks through closer co-operation between structural policy and the policy on the Trans-European Networks (TENs) and improvement of the links between international/national and regional/local transport networks.
- Promoting integrated spatial development strategies for city clusters in individual Member States, within the framework of transnational and crossborder co-operation, including corresponding rural areas and their small cities and towns.

- Strengthening co-operation on particular topics in the field of spatial development through crossborder and transnational networks.
- Promoting co-operation at regional, cross-border and transnational level; with towns and cities in the countries of Northern, Central and Eastern Europe and the Mediterranean region; strengthening North-South links in Central and Eastern Europe and West-East links in Northern Europe.

b) Dynamic, Attractive and Competitive Cities and Urbanised Regions

The regions of the EU can only be competitive if “gateway cities” have enough economic potential. For less dynamic towns, competitiveness depends on a policy of diversifying their economic bases. The five following aspects are of particular importance to the sustainable development of towns and cities:

- Control of physical expansion of towns and cities;
- Mixture of functions and social groups;
- Wise and resource-saving management of the urban ecosystem;
- Better accessibility, not only effective but also environmentally friendly;
- Conservation and development of the natural and cultural heritage.

Strategies and instruments helping to achieve sustainable urban development strongly depend on local, regional and national starting conditions. Member States should pursue “compact city” in order to have better control over further expansion of the cities.

Future of the towns and cities depends on fighting growing poverty, social exclusion. Reconstruction of neglected areas and derelict industrial land and a balanced supply of inexpensive, high-quality housing in urban areas have to be promoted. All citizens should have appropriate access to basic services, open spaces, education and health care.

Closed cycles of natural resources, energy and waste must be pursued. Expansion of natural areas in the cities, conservation of bio-diversity and common energy systems require a prudent environmental policy.

Accessibility of cities has an important influence on the quality of life, the environment and economic performance. The aim here should be to reduce the expansion of the towns and cities and to adopt an integrated approach to transport planning.

Proposed Policy Options:

- Expansion of the strategic role of metropolitan regions and “gateway cities”;
- Improvement of the economic basis, environment and service infrastructure of cities, particularly in economically less favoured regions, in order to increase their attractiveness for mobile investment;
- Economic diversification;
- Integrated urban development strategies sensitive to social and functional diversity; fighting social exclusion and the recycling and/or restructuring of underused or derelict urban sites;
- Wise management of the urban eco-system;
- Better accessibility in cities and metropolitan regions through an appropriate location policy and land use planning; mixing of urban functions and use of public transport; reducing uncontrolled urban expansion.

c) Indigenous Development, Diverse and Productive Rural Areas

Rural areas in the EU are characterized by diversity and indigenous development. They are complex economic, natural and cultural locations. Some rural areas have successfully assimilated structural change attributable to quality of the natural and cultural heritage: the existence of networks and partnerships; the democratic handling of decision-making; and not least, the initiative and commitment of regional and local politicians and other social players. However, a number of rural areas have not yet achieved structural change due to their peripheral locations with typical low population density, high proportion of agricultural land use.

The diversity of rural development makes it clear that spatial development strategies must begin by taking into consideration local and regional conditions, characteristics and requirements.

ESDP regards city and countryside as a functional, spatial entity with diverse relationships and interdependencies. As a result of economic growth, rural areas are subject to a great number of negative environmental impacts: strong pressure on the undeveloped areas near towns, negative effects of new leisure activities; soil, air and water pollution; negative effects from mass tourism; intensive agriculture lead to soil contamination and destruction of cultural landscape. These negative impacts can only be countered through re-establishment of biodiversity; reduction of soil contamination; and extension and diversification of agricultural use.

Small and medium sized towns offer hub potential for the development of industry and service-related activities, research and technology, tourism and recreation. Rural areas present potential for renewable energy for economic diversification. Key to sustainable development of rural

regions lies in the development of an independent perspective and discovery of indigenous potential, not in copying.

Proposed Policy Options:

- Promotion of diversified development strategies, sensitive to the indigenous potentials in the rural areas and which help to achieve an indigenous development (including the promotion of multifunctionality in agriculture). Support of rural areas in education, training and in the creation of non-agricultural jobs. Strengthening small and medium-sized towns in rural areas as focal points for regional development and promotion of their networking.
- Securing sustainable agriculture, application of environmental measures and diversification of agrarian land utilization.
- Promotion and support of co-operation and information exchange between rural areas.
- Use of the potential for renewable energy in urban and rural areas, taking into account local and regional conditions, in particular the cultural and natural heritage.
- Exploitation of the development potential of environmentally friendly tourism.

d) Urban-Rural Partnership

The following preconditions have to be created, for cooperation to grow into a long-term successful partnership (among towns and countryside):

- Equality and independence of the partners;
- Voluntary participation in partnership;
- Consideration of different administrative conditions; and
- Common responsibility and common benefit.

Partnerships: regional, supra-regional, inter-regional and transnational perspectives.

Regional perspective includes partnership between towns and cities of every size and their surrounding countryside; must share an integrated approach, since they form a region and are mutually responsible for its further development. Towns in rural also have an important function as engines of growth for regional economic development.

Supra-regional perspective relates to an extensive division of functions between urban and metropolitan regions on one hand, and rural region on the other. Partnership aims at achieving a balance between the various interests on a larger scale, in which both economic and environmental interests and social aspects are taken into account.

Inter-regional and transnational dimensions – the exchange of experience and “learning from others” is predominant. Here the objective is not to find a balance between interests on the basis of partnership, but instead, to evaluate and pass on experiences gained in cooperation between towns and countryside on specific projects or initiatives.

Partnership means sharing of costs and benefits, e.g. provision of infrastructure. New forms of partnership offer the opportunity of re-evaluating the exchange of services between towns and countryside for a sustainable spatial development perspective, aiming at the creation of a regional “service pool” for the exchange of local government services.

Proposed Policy Options:

- Maintenance of a basic supply of services and public transport in small and medium-sized towns in rural areas, particularly those in decline.
- Promotion of co-operation between towns and countryside aiming at strengthening functional regions.
- Integrating the countryside surrounding large cities in spatial development strategies for urban regions, aiming at more efficient land use planning, paying special attention to the quality of life in the urban surroundings.
- Promotion and support of partnership-based cooperation between small and medium-sized towns at a national and transnational level through joint projects and the mutual exchange of experience.
- Promotion of company networks between small and medium-sized enterprises in the towns and countryside.

2. Parity of Access to Infrastructure and Knowledge

a) An Integrated Approach for Improved Transport Links and Access to Knowledge

Urban centres and metropolises need to be efficiently linked to one another, to their respective hinterland and to the world economy. Efficient transport and adequate access to telecommunications are a basic prerequisite for strengthening the competitive situation of peripheral and less favoured regions and hence for the social and economic cohesion of the EU. Transport and telecommunication opportunities are important factors in promoting polycentric development -- a key role in strengthening the economic attractiveness of the different metropolises and regional centres.

The mobility of people, goods and information in the EU is characterized by concentration and polarization tendencies. Increasing competition in the transport and telecommunication markets can

intensify this development. Policy must ensure that all regions, adequate access to infrastructure; should also ensure that high quality infrastructure, for instance high-speed /high-capacity rail lines and motorways, do not lead to the removal of resources from structurally weaker and peripheral regions ("pump effect"); or that these areas are not crossed without being connected ("tunnel effect"). Spatial development policy should work towards having high-quality transport infrastructure supplemented by secondary networks.

Concentration of transport services in the core area leads to: congested corridors, which reduce functional effectiveness and increase pressure on the environment. Integrated intermodal solutions, shifting to environmentally friendly transport systems and a more efficient use of existing infrastructures are very important. In the long term this requires improved fine-tuning between transport operators.

b) Polycentric Development Model: A Basis for Better Accessibility

The future extension of the Trans-European Networks (TENs) should be based on a polycentric development model. This means ensuring the internal development of the globally important economic integration zones and facilitating their integration into the global economy.

Spatial differences cannot be reduced without a fundamental improvement of transport infrastructure. Lack of access to transport and communication infrastructure restricts economic development. But this is more than just providing the missing links in the TENs. Priorities in complementing the network should include supplementary measures for developing intra-regional linkages and development. Efficiency and density will be vital. Extension of secondary networks should not be treated as less important, but should be adapted to the specific local and regional circumstances.

Intercontinental dimension of transport networks – the current structures are characterized: by regional differences in the standards of transport networks and nodal points (ports, airports); by the policy pursued by airlines and shipping companies, which tend to favor specific intercontinental nodal points; and by uneven distribution of the nodal points as well as level of services. It is therefore important to reduce the disparities not only in transport infrastructure but also in the level of services and the corresponding costs, because the private sector will play an increasingly important role. Achieving balance in air transport and setting up a European network of large sea ports would benefit both the nodal points also the peripheral areas. Basic link: between the intercontinental nodal points and their hinterland by rail and inland waterway transport.

From a transnational perspective, it is a significant help in developing sea port and airport

infrastructure.

Telecommunication compensates for distance and low density in peripheral regions. Challenges: correspondingly high investment costs and thus leads to lower technical standards and high tariffs. Provision of high quality services at affordable prices is a key factor for regional development. Application of modern technologies depends on the availability of advanced infrastructure, equipment or services, also the development of level of each region. Attention should therefore put in stimulate demand, develop applications-related knowledge and foster awareness of opportunities in order to stimulate investment.

Proposed Policy Options:

- Strengthening secondary transport network and their links with TENs, including development of efficient regional public transport systems.
- Promotion of a spatially more balanced access to intercontinental transport of the EU by an adequate distribution of seaports and airports (global gateways), an increase of their service level and the improvement of links with their hinterland. Improvement of transport links of peripheral and ultra-peripheral regions, both within the EU and with neighbouring third countries, taking into account air transport and the further development of corresponding infrastructure facilities.
- Improvement of access to and use of telecommunication facilities and the design of tariffs in accordance with the provision of "universal services" in sparsely populated areas.
- Improvement of co-operation between transport policies at EU, national and regional level.
- Introduction of territorial impact assessment as an instrument for spatial assessment of large infrastructure projects (especially in the transport sector).

c) Efficient and Sustainable Use of the Infrastructure

Growth of passenger and goods adversely impact the environment and the efficiency of transport systems. Approaches for relieving these systems are possible through an appropriate spatial development policy, which influences the location of employment and population and therefore mobility requirements and choice of transport mode. More efficient use of existing infrastructure can be achieved by strengthening environmentally friendly transport systems and promoting intermodal transport chains.

In densely populated area, environmentally acceptable transport modes, .e.g levying of road tolls or internalization of external costs of road traffic are urgently needed. The strengthening of more environmentally friendly transport modes (railways, waterways) requires an intermodal approach and

coordinated transport infrastructure management. In more densely populated European regions, high-speed rail can substitute for air transport. For less favored areas, specific solutions must be sought.

Authorities responsible for ports, airports, rail transport and trunk roads and the operators should coordinate their policies. Since link between the networks at different levels is important, cooperation between national, regional and local transport policies is essential.

Telecommunications, information and communications technologies are important supplementary; coordination between decision makers for transport and for telecommunication is needed.

Proposed Policy Options:

- Better co-ordination of spatial development policy and land use planning with transport and telecommunications planning.
- Improvement of public transport services and provision of a minimum level of service in small and medium-sized towns and cities.
- Reduction of negative effects in areas subject to high traffic pressure by strengthening environmentally compatible means of transport, levying road tolls and internalizing external costs.
- Promoting the interconnection of inter-modal junctions for freight transport, in particular for transport on the European corridors, especially regarding shipping and inland navigation.
- Co-ordinated and integrated infrastructure planning and management for avoiding inefficient investments (for example superfluous parallel development of transport infrastructure) and securing the most efficient use of existing transport infrastructure.

d) Diffusion of Innovation and Knowledge

Access to knowledge is important for competitiveness. It requires dynamic innovation systems; effective technology transfer; and institutions for training their workforces. Government at all levels must ensure better linkages between education and research, regional structures and general level of education.

Future economic development is likely to give prominence to the exchange of non-material services. Jobs require more qualifications. Productivity and employment growth depend increasingly on further spread of new and better products and processes. Companies which are able to combine innovation with new forms of organization and more highly qualified workforce will be able to position themselves better on the market in the long term. High quality training and research centres

are absolutely essential.

The economic attractiveness of a region also depends on training standards and the professional skills of its labour force. In recent years, less developed areas have made significant progress in this, particularly in combating illiteracy. Information and communication technology can help support the settlement of companies in rural regions. This creates investment incentives and polycentric development. strategies aimed at stimulating demand for knowledge promote the operation and use of information and communications technologies. This includes, for example, awareness-raising campaigns and better training opportunities.

Proposed Policy Options:

- Wide-ranging integration of knowledge-relevant policies, such as the promotion of innovation, education, vocational training and further training, research and technology development, into spatial development policies, especially in remote or densely populated areas.
- Securing Europe-wide access to knowledge-relevant infrastructure taking account of the socio-economic potential of modern SMEs as motors of sustainable economic development.
- Fostering networking among companies and the rapid diffusion of innovations, particularly through regional institutions that can promote innovations.
- Supporting the establishment of innovation centres as well as co-operation between higher education and applied R&D bodies and the private sector, particularly in economically weak areas.
- Development of packages of measures which stimulate supply and demand for improving regional access and the use of information and communication technologies.

3. Wise Management of the Natural and Cultural Heritage

a) Natural and Cultural Heritage as a Development Asset

The natural and cultural heritage of the EU is permanently threatened in a diverse number of ways. It is thus sensible to integrate protection and management of the endangered areas into spatial development strategies for larger areas.

It is important to spread cultural life throughout the EU, in particular by supporting the development of cultural facilities, upgrading public spaces and reviving commemorative sites. In this respect cultural development can play a role of social and spatial balancing. The natural and cultural

heritages are economic factors which are becoming increasingly important for regional development. The quality of life of towns and cities, their hinterland and rural areas plays an increasingly important role in the location decisions of new companies. Natural and cultural places of interest are also an essential precondition for the development of tourism.

b) Preservation and Development of the Natural Heritage

The extent of protected areas in the EU has grown in the past ten years although most areas remain protected "islands". A broader land-use policy can provide the context within which protected areas can thrive without being isolated. Different types of environmentally sensitive areas also display great biological diversity – for instance mountainous areas, wetlands, coastal regions and islands. Since such largely intact habitats are becoming increasingly rare, their ecologically valuable core areas must also be placed under protection. However, protection alone is not sufficient for conserving these areas. Their less sensitive parts should be the subject of economic uses, e.g. environmentally friendly tourism.

The conservation and development of natural resources calls for appropriate integrated development strategies and planning concepts as well as suitable forms of management. Spatial and environmental impact assessment and public consultation of the population affected are needed. Protection regulations and development restrictions should not be allowed to have a negative impact on the living conditions of the population.

Spatial development policy can make an important contribution to climate protection through energy-saving from traffic-reducing settlement structures and locations, as well as making contributions through the increased use of CO₂-neutral, renewable energy sources. In their function as "green lungs", European forests are extremely important for sustainable development.

In decisions concerning territorial development, potential risks - such as floods; fires; earthquakes; landslides; erosion; mudflows; and avalanches and the expansion of arid zones should be considered. In dealing with risks, it is important, in particular, to take the regional and transnational dimensions into account.

Proposed Policy Options:

- Continued development of European ecological networks, as proposed by Natura 2000, including the necessary links between nature sites and protected areas of regional, national, transnational and EU-wide importance.

- Integration of biodiversity considerations into sectoral policies (agriculture, regional policies, transport, fisheries, etc) as included in the Community Biodiversity Strategy.
- Preparation of integrated spatial development strategies for protected areas, environmentally sensitive areas and areas of high biodiversity such as coastal areas, mountain areas and wetlands balancing protection and development on the basis of territorial and environmental impact assessments and involving the partners concerned.
- Greater use of economic instruments to recognize the ecological significance of protected and environmentally sensitive areas.
- Promotion of energy-saving and traffic-reducing settlement structures, integrated resource planning and increased use of renewable energies in order to reduce CO2 emissions.
- Protection of the soil as the basis of life for human beings, fauna and flora, through the reduction of erosion, soil destruction and overuse of open spaces.

c) Water Resource Management – a Special Challenge for Spatial Development

Water does not recognize any boundaries; the problems (pollution, over-utilization, bad management) are often of a transnational nature. Flood protection, drought prevention, ground water and wetland protection need to be coordinated across administrative boundaries.

Water protection policy and water resource management have become a necessity. Policies for surface water and ground water must be linked with spatial development policy. Preventive measures for the reduction of waste water, over-utilisation and pollution of water resource should have preference over "end-of-pipe" technologies. Cross-border and transnational development strategies are a basis for a better water resource management.

Demand of water is continuing to increase as a result of the growing consumption by households, agriculture and tourism. Programs must be set up to limit the demand for water. Spatial planning can make an important contribution by identifying uses that require less water within the planning process. It requires a broadly-based public debate, since only a broad awareness of the issue among the population can ensure the sustainable use of water resources.

Moist biotypes, wetlands have values in their natural cleaning and regulating functions, thus their preservation and restoration have top priority.

Proposed Policy Options:

- Improvement of the balance between water supply and demand, particularly in areas which are prone to drought. Development and application of economic water management instruments, including promotion of water-saving agricultural methods and irrigation technology in areas of water shortage.
- Promotion of transnational and interregional cooperation for the application of integrated strategies for the management of water resources, including larger ground water reserves in areas prone to drought and flooding, particularly in coastal regions.
- Preservation and restoration of large wetlands which are endangered by excessive water extraction or by the diversion of inlets
- Concerted management of the seas, in particular preservation and restoration of threatened maritime ecosystems.
- Strengthening of regional responsibility in water resource management.
- Application of environmental and territorial impact assessments for all large-scale water management projects.

d) Creative Management of Cultural Landscapes

Cultural landscapes contribute through their originality to local and regional identity and reflect the history and interaction of mankind and nature. They are of considerable value, for instance as tourist attractions. The preservation of these landscapes is of great importance, but must not make economic use impossible or hinder it excessively.

A common feature of many European landscapes is their constant further development. However, this tends to lead to more uniformity in landscapes and the loss of biodiversity. Therefore, for many areas in Europe an individually adapted and creative landscape policy must be drawn up. Policy should be based on an integrated approach to new developments and contribute to the creation or restoration of attractive landscapes.

Countryside can deteriorate through a lack of human intervention in particular, where traditional agricultural land use methods are given up. Neglecting land management in endangered areas can have particularly serious consequences. However, in areas where human activities are not yet very pronounced, reducing human intervention can allow nature to recover.

Proposed Policy Options:

- Preservation and creative development of cultural landscapes with special historical, aesthetical and ecological importance.

- Enhancement of the value of cultural landscapes within the framework of integrated spatial development strategies.
- Improved co-ordination of development measures which have an impact on landscapes.
- Creative restoration of landscapes which have suffered through human intervention, including recultivation measures.

e) *Creative Management of the Cultural Heritage*

Many European towns and cities have a large number of extremely valuable cultural areas which are often suffering slow but constant deterioration. Europe's cultural heritage not only consists of individual historic buildings and archaeology sites. The different lifestyles of inhabitants of European towns and cities have to be viewed in their entirety, as a part of the cultural heritage. Many European cities are subject to the dangers of commercialisation and cultural uniformity.

Modern innovative buildings should not be regarded as disruptive influences but, instead, as potentially enriching the cultural heritage.

Proposed Policy Options:

- Development of integrated strategies for the protection of cultural heritage which is endangered or decaying, including the development of instruments for assessing risk factors and for managing critical situations.
- Maintenance and creative redesign of urban ensembles worthy of protection.
- Promotion of contemporary buildings with high architectural quality.
- Increasing awareness of the contribution of urban and spatial development policy to the cultural heritage of future generations.

The Application of the ESDP

In applying the policy options, Member States should consider, at an early stage, sectoral and spatial conflicts, timing difficulties and right priorities. New ways of cooperation, according to ESDP's principles, should be on a voluntary basis. Application is based on the principle of subsidiarity. There is thus a need for close cooperation amongst the authorities responsible for sectoral policies; and with those responsible for spatial development at each respective level (horizontal cooperation) and at the Community level and transnational, regional and local levels (vertical cooperation). Cooperation is the key, adding value over sectoral policies acting in isolation.

National borders should no longer represent barrier to development. The ESDP provides the

framework for integrated application of the policy options. Its application is not the responsibility of one authority, but of a wide range of spatial development and sectoral planning authorities.

Policy options differ with regard to the geographical area. ESDP recommends three levels for spatial cooperation:

1. the Community Level
2. Transnational / National Level
3. Regional / Local Level

Cooperation at transnational level is of central importance. Transnational strategies and programmes help applying sectoral Community policies to the different regions of the EU.

Of the possible groupings of ESDP policy options, there are a number which are keys to achieving a balanced and sustainable spatial development policy:

- Promotion of the networking of urban regions: All cities and regions must be capable of contributing to reducing unemployment, to economic growth and to social harmony in the EU. For this purpose, strategic partnerships and co-operation between the urban regions should be more strongly encouraged. This requires a regional, cross-border and transnational approach to urban networking.
- Better accessibility as a pre-condition for polycentric development: Even if it is not possible to achieve the same degree of accessibility between all regions of the EU, improvements in line with the principle of sustainability - particularly in peripheral regions and densely populated areas with high traffic volumes - are of great importance.
- Development of Euro corridors: These corridors can strengthen the spatial cohesion of the EU and they are an essential instrument of spatial development for the co-operation between cities. The spatial concept of Euro corridors can establish connections between the sectoral policies, such as transport, infrastructure, economic development, urbanisation and environment. In the development perspective for Euro corridors, it should be clearly indicated in which areas the growth of activities can be clustered and which areas have to be protected as open space. There are a great number of potential corridors in the EU. Some corridors are already well-developed. In other regions such corridors have to be developed and connected with existing ones. Important missing links and secondary networks should be established.
- Strengthening of the cities and regions at the external borders of the EU: policies for the development of "Gateway Cities", multi-modal infrastructure for the European corridors, equal access to telecommunication facilities and intercontinental accessibility could strengthen the role of the regions and their cities at the external borders. This applies both to the enlargement

process and to the development of more intensive relations with non-Member States, towards the South and with other world economic regions.

- Conservation and development of biodiversity in the EU regions: the successful development of a European ecological network depends on a spatially co-ordinated approach between different Community policies and on corresponding national measures. Many wild species of fauna, especially birds, use the entire territory of the EU in the course of a year. The relationships between the elements of this network, such as wetlands, national parks, islands, coastal regions, mud flats and certain rural regions must be identified and co-ordinated at a European level with the active participation of the local and regional levels.
- Development of the European cultural heritage: maintaining the variety of the European identity in the globalisation context requires the combining of coherent conservation strategies with economic and regional development needs. Spatial planning guidelines and tools should be identified and developed, both for heritage sites or areas which are dispersed across Europe but have a common historical background (for example the heritage of the Celts, and historical pilgrims' routes, etc.) and for those of international significance which are concentrated in one location (for example city ensembles as Bruges or Venice).
- Need for Integrated Coastal Zones Management (ICZM): Due to increasing sectoral conflicts, demographic developments and the multitude of institutions and players with a stake in coastal zones, these areas represent an important challenge for EU-wide spatial development.

It is becoming clear that a different approach is required for the application of spatial policy aims and options.

Even though no spatial development competence is rooted at Community level, we must ensure that different spatially-relevant Community policies do not conflict with or neutralise each other. However, the ESDP framework should not be imposed on other policy areas. Its application is entirely voluntary. This, above all, demands co-operation, consultation and agreement of the respective policy-makers and executive bodies at Community, national, regional and local levels.

The main focus of the ESDP's application as a European document is at Community and transnational levels. Priority should be given to issues which cannot be dealt with in an appropriate way by one or two Member States.

Methods of cross-border co-operation in spatial planning: mutual consensus on both sides of borders, political agreements, inter-governmental evaluation of spatial effects and the adaptation of national legislation.

1. The Application of the ESDP at Community Level

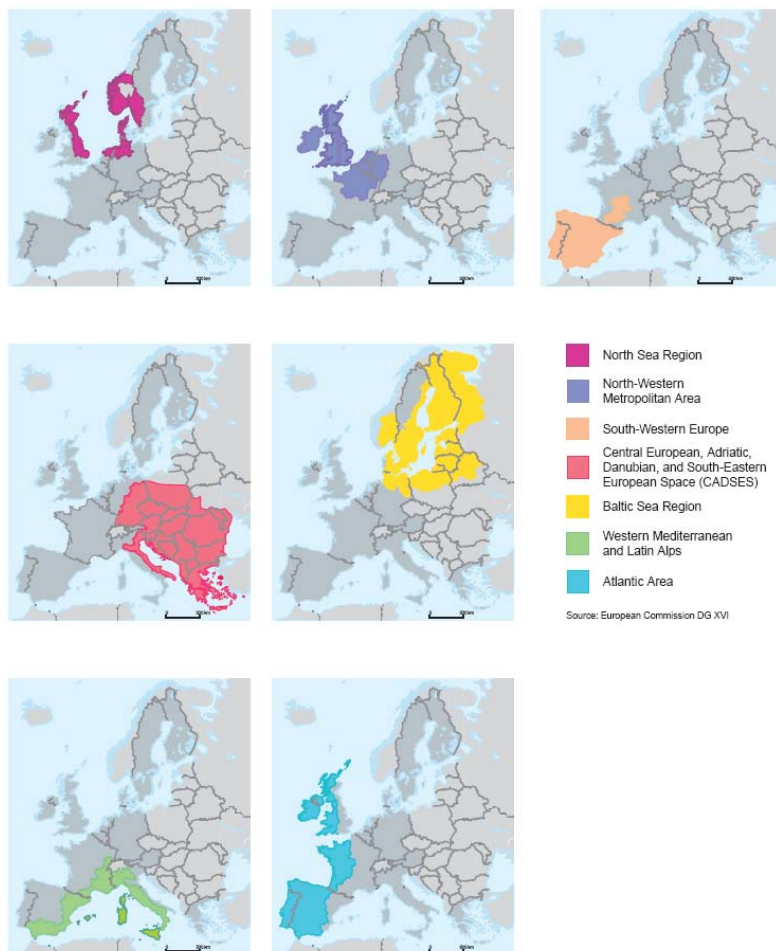
- It is proposed that the European Commission examine periodically and systematically the spatial effects of policies - such as the Common Agricultural Policy, Transport Policy and "Trans-European Networks", Structural Policy, Environment Policy, Competition Policy and Research and Technology Policy – at European level.
- It is proposed that Member States examine the suggestions of the European institutions to formalise both the Ministerial meetings on spatial planning and the Committee on Spatial Development, while maintaining the principle of subsidiarity.
- It is proposed that the European institutions, together with the national spatial development authorities of the Member States, implement suitable co-operative measures with international organisations and institutions to promote a coherent practical application of the ESDP at international level.
- It is proposed that Member States regularly prepare standardised information on important aspects of national spatial development policy and its implementation in national spatial development reports, basing this on the structure of the ESDP. This will enable comparability of the presentation of spatially relevant trends in the Member States.
- It is proposed that the European Commission and the Member States agree upon reliable criteria and indicators, in order to be able to effectively support sustainable development of the regions and cities. Long-term research on spatially- relevant issues in the EU must be implemented as part of the ongoing updating of the ESDP. Corresponding activities particularly involve:
 - studies and pilot projects, sponsored by the Commission, to identify and analyse problems and solutions of spatial and regional development and to test new forms of co-operation in connection with the ESDP;
 - the exchange of innovative experience to promote the use and transfer of knowledge in the area of spatial and economic development.
- It is proposed that the European Commission and the Member States engage on the assessment of emerging trends, their driving forces and their spatially differentiated impacts in a major task to be carried out with a view to the long term. This work would examine issues such as:
 - changes in population numbers and distribution;
 - economic globalisation;
 - the changing nature and location of economic activity and employment;
 - technological changes in transport, telecommunications, energy and the advent of the information society;
 - EU sectoral policies and projects;
 - the effectiveness of different types of urban networks and partnerships;
 - EU enlargement;
 - Relationship with non-EU countries.

- The institutionalisation of a “European Spatial Planning Observatory Network” should be undertaken at the earliest opportunity taking into account the experience gained in the study programme.

2. Transnational Co-operation between the Member States

- It is proposed that the European Commission and the Member States continue the project-oriented transnational co-operation for spatial development within the framework of the Community initiative INTERREG III and create the appropriate basic conditions for this. This will be an important instrument for the application of the ESDP. Key tasks are:
 - the retention of suitable co-operation areas and the further development of common transnational administrative, financing and management structures for programmes and projects;
 - the more intensive co-operation of regional and local authorities in decision-making processes and programme implementation;
 - the further promotion of spatially integrated projects, taking into account sectoral policy issues, in order to ensure synergy;
 - the removal of legal obstacles in the Member States which hamper cross-border and transnational co-ordination for spatially significant plans and measures;
 - the use of the projects for the preparation of investment measures and for the further development of instruments of spatial development, in particular cross-border territorial impact assessments;
 - the support of co-operation with neighbouring non-Member States, in particular with Central and Eastern European states as well as with Cyprus, to prepare them for accession to the EU, and with countries bordering the Mediterranean;
 - the evaluation of the results of transnational co-operation, within the framework of INTERREG and ERDF Article 10, against the background of the ESDP, by the responsible bodies of the EU and the Member States.
- It is recommended that the European Commission improve the co-ordination of INTERREG with programmes of the Community which provide non-Member States with funding for transnational measures in such a way that programmes and projects for spatial development can be implemented from “one source”.

Map: Interreg II C General Cooperation Map 3: Interreg II C Transnational Cooperation Programs



3. Cross-Border and Interregional Co-operation

- It is proposed that Member States and regional and local authorities implement further cross-border programmes and projects, particularly:
 - preparing cross-border spatial visions and strategies and taking them into consideration in national spatial development plans and sectoral planning;
 - regular cross-border fine-tuning of all spatially-related planning and measures; and
 - the setting up of common cross-border regional plans and, where appropriate, land use plans as the most far-reaching form of cross-border spatial development policy.
- It is proposed that Member States, within the framework of their legislation, examine the basis for preparation of crossborder plans and measures which have a considerable spatial impact on neighbouring countries. Neighbouring countries should thereby agree on appropriate planning and measures in accordance with the principles of reciprocity and equality. Such action should, however, be taken on the basis of partnership and the principle of subsidiarity, applicable not only to the local/regional level but also to the national level.

- It is proposed that regional and local authorities co-operate more closely in the field of sustainable spatial development. This applies to:

Measures for information and co-operation at regional level:

- improvement of accessibility by linking regional transport systems with national/international hubs;
- a contribution to the development of an integrated transport infrastructure;
- action programmes for the preservation of settlements in rural areas which are affected by reductions in population and set-aside schemes;
- strategies for the sustainable development of landscapes and the evaluation of the landscape potential for exploiting renewable energy resources;
- development of landscapes and ecosystems with regional and European significance;
- co-ordinated land use plans which incorporate wise management of water resources; and
- programmes for the conservation and expansion of the common cultural heritage.

Measures for information and co-operation at local levels:

- common strategies for economic diversification aimed at the development of city co-operation and city networks;
- adoption of planning concepts for sustainable urban development, including amongst other things the promotion of multi-modal transport concepts and a reduction in the need to travel;
- urban and rural partnerships to develop sustainable innovative spatial development strategies for the cities and their surrounding countryside; and
- action programmes for the protection and conservation of the urban heritage and the promotion of high-quality architecture.

4. The Application of the ESDP in the Member States

- It is proposed that the Member States now take into account the policy aims and options of the ESDP in their national spatial planning systems in the way they see fit and inform the public of their experiences gained from European co-operation in spatial development.
- It is proposed that Member States also take into consideration the European dimension of spatial development in adjusting national spatial development policies, plans and reports. Here, the requirement for a “Europeanisation of state, regional, and urban planning” is increasingly evident. In their spatially relevant planning, local and regional government and administrative agencies should, therefore, overcome any insular way of looking at their territory and take into consideration European aspects and inter-dependencies right from the outset.
- The Member States should intensify the exchange of experience on territorial impact assessments and further develop national regulations and instruments.

5. The Importance of the ESDP for Pan-European and International Co-Operation

- It is proposed that the policy aims and options of the ESDP should be taken into consideration as the basic contribution of the fifteen EU Member States to the Pan-European strategy for spatial development.
- It is proposed that the Member States, regional and local authorities participate in the elaboration and application of regional agendas 21 by providing strategies and projects. The ESDP can provide an important impetus for this.

UN-HABITAT: Sustainable Cities Programme (note 3)

The Sustainable Cities Programme (SCP) is a joint UN-HABITAT/UNEP facility established in the early 1990s to build capacities in urban environmental planning and management. The programme targets urban local authorities and their partners. It is founded on broad-based stakeholder participatory approaches.

Key Features of the Sustainable Cities Programme

The SCP was started in the early nineties to support both the missions of UN-HABITAT and UNEP. The first phase concluded in 2001, and the current second phase runs from 2002 - 2007. Currently the SCP and its sister programme Localising Agenda 21 (LA21) operate in over 30 countries worldwide.

Focus

- A facility to package urban Environmental Planning and Management (EPM) approaches, technologies and know-how.
- An EPM capacity development infrastructure - facilitating sub-regional resource networks for wider impact.

Approach

- Strengthening local capacities to address urban environmental priority issues.
- Enabling replication and scaling-up of EPM activities.
- Mobilising anchoring institutions for EPM support.

Target

Municipalities and local partners

Donor and technical support

Multi and bilateral external support from UN-HABITAT, UNEP, UNDP, ILO, the World Bank, the Netherlands, Japan, France, Denmark, and the United Kingdom.

Thrust

- Broad-based stakeholder involvement in city development strategies.
- Participatory problem-solving through inclusive processes and pro-poor governance.
- Mobilisation of local resources and commitment.
- A framework for capacity development and support for institutions leading to better implementation.
- Mainstreaming environmental concerns in urban planning and management.
- An instrument for implementing UNEP's Agenda 21 mission at the city level, and the

environmental component of the Habitat Agenda, the Declaration on Cities and other Human Settlements and the Millennium Declaration.

Localizing Agenda 21

The Localizing Agenda 21 Programme (LA21) aims to help local authorities in secondary towns to achieve more sustainable development by implementing an environmental planning and management process to identify and address priority issues.

The challenge

Today, more than one billion people live in overcrowded, poorly serviced neighbourhoods. They lack clean water and adequate sanitation, their garbage is uncollected and the air that they breathe is polluted. Local authorities have been unable to keep pace with the rapid growth of their cities and towns, and the poor suffer most.

The response

The Localising Agenda 21 (LA21) Programme helps local authorities to use Environmental Planning and Management (EPM) to identify and address key environmental issues. The Programme focuses on the sustainable development of secondary towns. LA21 builds the EPM capacities of local authorities, and supports human resource development. The programme encourages partnerships between various local actors, mobilises resources and promotes exchange between cities facing similar problems.

The key objectives of the LA21 Programme are:

1. To improve urban environmental planning and management processes by supporting city demonstration projects, assisting policy development and promoting decentralised city-to-city co-operation.
2. To build local institutional support for environmental planning and management by creating partnerships with selected local institutions, supporting networks of national and regional technical institutions and supporting the national adaptation of EPM tools.

By helping local authorities to implement demonstration projects and improve their capacities to deal with priority urban environmental issues, LA21 responds directly to the challenge of the Millennium Development Goals, and particularly Goal 7, Target 11, which seeks to improve the lives of 100 million slum dwellers by the year 2020.

The approach

The LA21 Programme targets secondary cities. Such cities and towns often lack the competencies needed to deal with their evolving environmental problems, and may not be benefiting from international support. By using the participatory EPM process, each town can create a shared vision for its future development building on the Environmental Profile main findings. Using this vision, local authorities can develop sustainable action plans to tackle existing environmental problems.

Activities at the city level

- Preparation of strategic action plans based on the development visions of cities
- Demonstration projects
- Local authority capacity-building
- City-to-city co-operation initiatives

Thematic areas

- Community-based solid waste management
- Urban mobility
- Cultural heritage management and promotion of tourism
- Sustainable water management
- Access to urban services and social integration
- Revision of master plans
- Establishment of municipal environmental management system
- Strengthening of citizen participation in urban environment planning and management

Outcomes of the expert group meeting on cities in climate change

Under the Global Campaign on Sustainable Urbanization, UN-HABITAT organised and hosted an Expert Group Meeting on Cities in Climate Change in November, 2007 in Nairobi, Kenya bringing together participants from research institutions, local authorities, the private sector, and colleagues from different UN agencies. The main outcomes are summarized in the following:

- UN-HABITAT has a clear mandate to deal with cities in climate change
- UN-HABITAT should build on its core competencies: by using its connections with local authorities, it can provide support in adapting to climate change in governance, planning and management through a participatory decision-making approach
- Climate change should be regarded as a cross-cutting issue and integrated into UN-HABITAT's existing initiatives

Future Actions

Networks

- Launching of the Sustainable Urban Development Network (SUD-Net) in 2008 for strengthening the performance of local governments to enhance climate change mitigation and adaptation measures in developing countries
- Coining new partnerships with, for example, the private sector, and strengthening existing partnerships with the United Nations Environment Programme (UNEP), International Council for Local Environmental Initiatives (ICLEI), the United Nations Development Programme (UNDP), Intergovernmental Panel on Climate Change (IPCC), the World Bank, United Nations Framework Convention on Climate Change (UNFCCC) and the World Meteorological Organisation (WMO) among others
- Promoting city-to-city cooperation

Tools and Knowledge Management

- Conducting vulnerability assessments and risk mapping at the local level
- Providing guidelines for local authorities in adaptive local planning
- Bridging the gap between research and practice

Awareness raising, Education, Training and Capacity Building

- Collecting and sharing case studies on good practice
- Promoting energy efficient buildings and settlement structures
- Developing mechanisms to assist cities in preventing land-use conflicts arising from relocation of human settlements
- Incorporating climate change into primary, secondary and tertiary education

Policy Dialogue

- Assisting governments in translating National Adaptation Plans of Action (NAPA's) to Local Adaptation Plans of Action (LAPA's) together with adequate transfer of resources
- Highlighting the neglected urban dimension in the global climate change debate

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