ESPON
EUROPEAN SPATIAL PLANNING OBSERVATION NETWORK

European Union
INTERact

Spatial Visions and Scenarios – Thematic Study of INTERREG and ESPON activities

ANNEXES

ESPON
EUROPEAN SPATIAL PLANNING OBSERVATION NETWORK

ESPON Coordination Unit
Technoport Schlassgoart
66, rue de Luxembourg
L-4221 Esch-sur-Alzette
Luxembourg

info@espon.eu
www.espon.eu

INTERACT
QUALIFICATION & TRANSFER

INTERACT Point Qualification & Transfer
Jernbanegade 22
DK-8800 Viborg
Denmark

lp.qt@interact-eu.net
www.interact-eu.net

This document is part-financed by the European Union within the INTERREG III INTERACT programme. The ESPON Coordination Unit has been contracted to carry through this study.

Annex I: 'Primary Research Issues' defined in the Terms of Reference for the thematic study on Spatial Visions and Scenarios

Primary Research Issue	Related sub-tasks	Focus of sub-tasks
1. Compilation and comparison of the issues dealt with in various INTERREG and ESPON spatial visions and scenario activities.	1.1. Spatial development trends and geographical scope	Urban and rural development, accessibility, environment, innovation, etc. are topics for which trends are discussed for various areas and at various geographical levels. Which are the main spatial development trends (and possible trend breaks) considered and to what degree do they differ between the various projects?
	1.2. Impacts of policies on trends	Which EU or national policies are considered important factors influencing territorial development, and what are their main territorial impacts considered in the various projects?
	1.3. Policy aims against which trends are judged	Spatial development visions and scenarios are related to development aims – mostly expressed in policies. The visions and scenario work will be developed in relation to these aims, but also on programming areas which are not working with specific territorial guidance the programming documents and foci are developed in the light of policy aims. Which are the main aims forming the backbone of the various activities?
	1.4. Areas specific focus	The importance of general territorial development trends and policy may differ between various regions/programming areas. To what degree do the projects develop thematic foci corresponding to the characteristics of the programming areas and to what degree do the projects go beyond the programming areas for specific issues? For the programming areas which are not working with some form territorial strategic documents, the reasons for that need to be further assessed. This regards in particular IIIB areas but to a certain degree also IIIA and IIIC.
2. Compilation and comparison of the approaches and processes employed in INTERREG and ESPON spatial visions and scenario activities.	2.1. Qualitative and quantitative approaches	There are different qualitative and quantitative approaches which can be employed for developing spatial scenarios and visions. The study will provide a brief overview on the approaches chosen in the various projects and the differences between them. In case quantitative approaches are chosen, also the issue of how trends and policy aims are quantified needs to be covered.
	2.2. Linear and more complex/cyclic approaches	Different approaches for 'forecasting' territorial development imply different views on the processes shaping territorial development. The study will investigate the views of the various projects.
	2.3. Participatory dimension	The approaches chosen can also differ regarding the participatory dimension. Scenarios and development visions can either be elaborated as expert inputs or involve the process with various stakeholders. Which stakeholders are involved in which way?

Primary Research Issue	Related sub-tasks	Focus of sub-tasks
3. Compilation and comparison of the results envisaged and achieved by INTERREG and ESPON spatial visions and scenario activities.	3.1. Thematic results	Drawing on the points elaborated above, the main difference between the various projects as regards the focus of the work, the geographical and thematic areas priorities and the overall aims are to be compared. Here in particular the relation between INTERREG programming areas and the overall findings of ESPON projects for these areas are of importance.
	3.2. Methodological results	Drawing on the points elaborated above, the main difference between the various projects as regards the methodologies, indicators and participation are to be compared.
	3.3. Application strategy, use and stakeholder relations/ ownership	The translation of spatial visions or scenarios into concrete projects/action supporting the spatial development aims is a crucial point for success. The study will provide an overview on the various application strategies and envisaged use (e.g. regarding the use for preparing future projects and providing guidance for project selection). With regard to the embeddedness of the spatial vision activities in the programs, the question of stakeholder involvement and 'mental' ownership of the projects needs to be investigated.
4. Provision on inputs for the definition of future cooperation themes and frameworks.	4.1. Identifying gaps	Are there specific themes that are not sufficiently addressed in the current INTERREG programmes and to what extent are existing spatial disparities, challenges and potentials as identified by ESPON, targeted in INTERREG?
	4.2. Distinct developments in programming areas	To what degree are the territorial development aspects targeted in the various programmes distinct for the specific areas or of more general nature?
	4.3. Lisbon relevance	Contribution to the Lisbon and Gothenburg agendas and other strategically important spatial themes?
	4.4. Usefulness of territorial strategies	How can territorial strategies improve cross-border and transnational territorial cooperation by providing impetus to project ideas and guidance for project selection?

Annex II: Main development goals and policy aims formulated in existing transnational spatial development visions

Area	Vision Statement	Development Goals	Policy Aims
Baltic Sea Region	It is the common desire that the Baltic Sea Region 2010 shall be a region with • a diversity of mutual relations in trade, transport, culture and education, • a strong identity enabling the BSR to play an important role within Europe and the world, • a diversity of individual sub-regions developing on the basis of their respective strengths and potentials, • a frame for the reconciliation between development and respect of the environment, • a planning philosophy based on the principles of transparency, reliability, participation and subsidiarity.	Pearls – an urban network of international importance	A competitive system of cities gains added value by cooperation across the Baltic Sea and with Europe. A system of cities ensures spatial cohesion. Links between urban areas and rural hinterland support regional economic and environmental balance. Cities offer an attractive urban environment for inhabitants and investment.
		Strings: Effective and sustainable links between cities	The BSR mobility network facilitates environment friendly transport. The mobility network provides conditions for effective integration within the BSR and with the world. Energy production relies increasingly on renewable and environment friendly sources of energy.
		Patches: Areas supporting dynamism and quality of life	Cross-border cooperation contributes significantly to spatial economic and social cohesion. Islands function as a tourism core in the BSR. The coastal zone is planned with careful balance between development and protection. A Baltic Network of nature areas is designated and protected.
		System - comprehensive spatial planning in function	Spatial planning contributes to harmonisation and spatial cohesion across borders. Spatial planning is based on the principles of subsidiarity, participation and transparency. Spatial planning contributes to the coordination of sector and regional planning.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 1: A NSR well integrated into the development of the European Space and into the World Economy	High-quality access to knowledge allows all parts of the NSR to join knowledge-based developments	Identify economic potentials resulting from IT for different types of cities and regions. Develop IT links that favour peripheral areas, technically as well as financially. Develop further existing cooperation networks, inter-city, cross-border and transnational. Enhance 'media competence' in disadvantaged as well as in privileged regions.
		High-quality transport infrastructure and services link the NSR with other regions	Promote an improved integration of NSR infrastructure into the TEN network. Port regions cooperate to take a leading role as intermodal junctions in the promotion of short-sea shipping, involving actors responsible for port hinterland infrastructure, shipping companies, shippers and forwarders. Port regions develop their lobbying power towards SSS promotion, including strong involvement in pertinent EU programmes.
		Effective internal transport links with focus on sustainability in the NSR ensure that all parts of the region share the benefits from external integration	Identify, with regions' participation, priorities to develop efficient regional transport systems, and promote identified priority axes vis-à-vis national governments and EU bodies. Improve transport links of peripheral regions including islands, taking into account air and ferry transport and the further development of corresponding infrastructure facilities.
		Cooperation across regions and countries enhances the effectiveness of spatial policies	Promote integrated spatial development strategies for city clusters within the framework of transnational and cross-border cooperation, including corresponding rural areas and their small cities and towns. Promote cooperation at regional, cross-border and transnational level of towns and cities in the NSR.
		The NSR's common interests are effectively brought forward vis-à-vis national and international bodies	Make more systematic use of joint cross-North-Sea initiatives and programmes (e.g. protection of the Wadden Sea, development of North Sea energy or fishery resources, coastal zone protection). Continue with the identification of common interest. Promote experience exchange between the different INTERREG regions on issues of joint interest.
	VISION STATEMENT 2 A NSR with a balanced spatial structure	Reasonable accessibility for populations to differentiated employment markets, education facilities, cultural activities, and information is ensured	Differentiate support measures to peripheral regions depending on their individual potentials. Seek agreement with individual peripheral regions on specific, instead of uniform, development objectives. Set up a priority programme for improved accessibility to and from peripheral regions, based on such agreements.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 2 A NSR with a balanced spatial structure	Cross-sector coordination at all levels helps to make sector policies instrumental for spatial development	Involve regions in the clarification of spatial impacts of EU and national sector policies and in recommendations for their early consideration. Develop improved inter-sector coordination procedures across borders (not limited to the immediate border zones, e.g. of Euroregions) at regional and local levels.
		Large single or multi-sector projects are located and designed so as to support wider spatial development objectives	Identify priority projects where the combination of different sector measures is expected to promote regional development. Promote territorial impact assessment (TIA) as an instrument for spatial assessment of large projects (particularly: in the transport and energy sector, but also for major business, residential or retail districts). Create standardised 'quick-assessment' tools for TIA. Document and analyse the experience with TIA.
	VISION STATEMENT 3 The NSR - a Model for Democratic and Co-operative Planning	Improved communication between the elected and the electorate minimises barriers	Strategies. Experiment with the use of IT instruments to improve information and involvement of the electorate and of specific target groups. Promote the international exchange of experience on the use of such tools.
		Improved tools for effective participation are applied	Promote the exchange of experience on different approaches to achieve effective participation of different population groups. Promote the identification of ways how to provide adequate technical assistance to those to participate. Promote bottom-up approaches without neglecting the needs for a comprehensive overview (responsibility for adequate consideration of overall interests). Develop tools to involve specific population groups in planning processes.
		Transnational consultation on spatial development plans is enhanced	Establish contacts between relevant planning authorities among North Sea countries.
	VISION STATEMENT 4 The NSR, which takes care of its Natural Resources and Ecological Equilibrium and its Cultural Heritage	Planning systems are directed towards sustainable development	Promote integrated strategies. Integrate bio-diversity considerations into sector policies. Strengthen the early consideration of social, environmental and economic impacts of major plans.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 4 The NSR, which takes care of its Natural Resources and Ecological Equilibrium and its Cultural Heritage	Natural resources have been restored and are developed in sustainable ways	Continue development of European ecological networks proposed by Natura 2000. Contribute spatial planning criteria for NSR-wide inventory of nature areas. Extend current inventory and planning approaches to include Norwegian territory. Identify restoration needs for valuable landscapes. Promote transnational and interregional cooperation for the application of integrated strategies for the management of water resources. Preserve and restore wetlands endangered by excessive water extraction. Strengthen regional responsibility in water resource management.
		Management of ecological, natural and cultural heritage in non-officially protected areas is effective	Make greater use of economic instruments to recognise the ecological significance of protected and environmentally sensitive areas. Develop and implement tools for management and development of nature and cultural heritage. Improve coordination of development measures which have an impact on landscapes. Focus on cultural identity and heritage as one of the centre pillars in developing further cooperation within the NSR. Through international/regional agreements continue the work to reduce the discharge/runoff of pollutants into the North Sea basin (fertilisers/heavy metals/radionucleides).
		Environment friendly forms of energy production are widely used	Use the potential for renewable energy in urban and rural areas, taking into account local and regional conditions. Potential coastal areas are increasingly considered for wind farms.
		Spatial policy tools contribute to the protection of the North Sea ecology	Make impacts of different spatial policies on maritime ecosystems transparent and identify appropriate strategies. Agree on spatial policy principles for protection of the North Sea ecology.
	VISION STATEMENT 5 Urban Regions Developing in an Environment Friendly Way	Disadvantages caused by vehicular traffic is reduced and alternatives to the car are promoted	Enhance coordination of spatial development policies and land use planning with transport and telecommunications planning. Promote mixed land use, within environmental limits. Take care that the increasing use of city-city complementarities will not further increase the amount of vehicular traffic. Enhance the use of environment friendly modes. Use IT to reduce commuting. Promote renewable energy.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VVISION STATEMENT 5 Urban Regions Developing in an Environment Friendly Way	Limit the use of green-field land for urban expansion and re-use brownfield land use pressure on valuable areas is minimised, seeking other ways to satisfy new housing, recreational and business area demand	Promote the recycling and/or restructuring of underused or derelict urban sites and areas. Keep a clear line between urban and rural areas to avoid urban sprawl. Prepare urban development areas at locations with less sensitive natural environments. Integrate the countryside surrounding cities in spatial development strategies for urban regions. Develop major seaside leisure facilities preferably within towns and cities, rather than outside. Plan urban expansion areas carefully in order to avoid possible conflicts with areas/ objects of high cultural heritage value. Use heritage as a constructive basis for architectural ideas and development schemes.
	VISION STATEMENT 6 Urban Regions as Motors of Economic Regional Development	Urban networking contributes to the strengthening of urban regions	Promote the assessment and discussion of practical experience made with city networks. Adapt support programmes to the results of such assessment.
		Good accessibility to and within urban regions supports regional economic development	Enhance accessibility within city regions through location policy and land use planning. Further improve urban transport systems to provide good access for urban as well as rural population to services, economic opportunities, culture and education, nature and recreational facilities. Rely, where feasible for efficient goods transport, on rail and water. Regional air links across the sea provide opportunities for easy travelling between non-metropolitan cities.
		Regional centres, including intermediate cities and towns, make effective use of their potential for new economic activities	Develop new opportunities for urban regions based on their cultural and architectural identity, and endogenous potentials. Promote economic diversification in cities which are too dependent on a single branch of economic activity. Enhance rural-urban integration. Promote the development of knowledge centres. Make more use of synergy effects between infrastructure, economic and spatial measures. Support urban regions with coastal ports which can be strengthened as logistics centres. Expand the strategic role of ‘gateway cities’.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 7 Urban Regions which Promote Social Integration	Integrated urban development is sensitive to social diversity and inclusion	Improve employability, in particular for the long-term unemployed, young drop-outs, lone parents, ethnic or racial minorities. Ensure adequate, accessible and reasonably priced basic services in relation to employment, education and training (incl. 'second-chance' schools), health, energy, transport and communications, policing and justice. Generate employment especially through business start-ups. Improve the physical environment in urban areas and neighbourhoods in difficulty (urban regeneration). Prevent urban crime. Strengthen local capacities to respond to needs of communities in deprived urban areas. Counteract spatial segregation trends in urban neighbourhoods. Provide housing locations with good accessibility to jobs and services. Offer adequate public transport for the lesser mobile and non-car-owner population.
	VISION STATEMENT 8 Urban Regions which are Attractive Places for their Populations and Visitors	Urban structures respond to the needs of quality of life	Promote urban ecology and bio-diversity including green areas/structures in cities. Increase awareness for the contribution of urban and spatial development policy to the cultural heritage for future generations. Promote public transport. Design environment to help reduce crime and so people feel safe. Anticipate more extreme climate circumstances in location decisions.
		Urban regeneration is widely practised	Promote and revitalise the cultural and architectural identity. Develop new opportunities for entertainment, recreation and socialising. Apply differentiated policies towards different types of urban areas.
		Buildings and ensembles provide diversity and have an attractive design	Maintain and promote a creative redesign of urban ensembles worthy of protection. Promote contemporary buildings with high architectural quality. Support the diversity of urban structures and location choices corresponding to the diversity of demand (differentiated instead of uniform development).
		Urban development management has been introduced	Promote the exchange of experience on the instruments for city management.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 9 Human Activities which are in Harmony with Nature	Human activities are harmonised with strategies for protection of the environment	Secure sustainable agriculture through the application of environmental measures and diversification of land utilisation. Protect soils as the basis of life for human beings, fauna and flora, through the reduction of erosion, soil destruction and overuse of open spaces. Preserve and develop cultural landscapes with special historical, aesthetic and ecological importance. Enhance the value of cultural landscapes in the framework of integrated spatial development strategies. Improve coordination of development measures which have an impact on landscapes. Restore landscapes which have suffered through human intervention, including recultivation measures. Promote sustainable coastal fisheries.
		Environment friendly forms of tourism have been widely introduced	Exploit the development potential of environmentally friendly tourism. Harmonise tourism development with coastal zone protection. Protect and use cultural heritage. Seek ways to restructure derelict tourist resorts towards changed tourist preferences.
	VISION STATEMENT 10 Rural Populations participate fully in Economic and Social Progress	Service functions in rural areas are supported	Maintain a basic supply of services and public transport in small and medium-sized towns in rural areas, particularly those in decline. Strengthen small and medium-sized towns in rural areas as focal points for regional development and promotion of their networking. Promote non-traditional public transport in sparsely populated regions (car pools, train taxi); Improve public transport and provide a minimum level of service in small and medium-sized towns. Promote changed rural-urban relationship which helps to maintain local identity.

Area	Vision Statement	Development Goals	Policy Aims
North Sea Region	VISION STATEMENT 10 Rural Populations participate fully in Economic and Social Progress	Rural economies have been promoted	Promote diversified development strategies, sensitive to the indigenous potentials in the rural areas. Support rural areas in education, training and in the creation of non-agricultural jobs. Promote partnership-based cooperation among small and medium-sized towns at national and transnational levels through joint projects and exchange of experience. Promote cooperation between towns and countryside aiming at strengthening functional regions. Support cooperation and information exchange between rural areas. Support coastal fisheries as economic bases for coastal communities. Increase the importance of locally produced food. Accentuate the role of rural areas as food provider.
		Information technology and innovation support the development of peripheral regions	Develop IT links so as to avoid discrimination of peripheral areas: Improve the access to and use of the telecommunication facilities and the design of tariffs in accordance with the provision of 'universal services' in sparsely populated areas. Enhance 'media competence' in disadvantaged regions. Develop and use knowledge centres (science, education) for regional development. Support the establishment of innovation centres as well as cooperation between higher education and applied R&D bodies and the private sector. Integrate knowledge-relevant policies, such as the promotion of innovation, education, vocational training and further training, research and technology development, into spatial development policies. Develop packages of measures which stimulate supply and demand for improving regional access and the use of information and communication technologies.

Area	Development Goals	Policy Aims
Atlantic Area	'Strategic guideline' 1, the 5 'project and development zones' should be reinforced.	This is to be organised according to a progressive articulation between the 'sub-spaces with a motor function' and the 'sub-spaces for integration'. Territorial and sector-specific policies should improve their competitiveness, their internal territorial structure (strengthening of networking), the accessibility and connectivity towards other external spaces at national and international level.
	'Strategic guideline' 2, transnational cooperation should be promoted over the entire Atlantic space.	This is be achieved mostly by reinforcing the current dynamics of cooperation on ground of 'structuring projects', which bring together common interest in the Atlantic regions and are able to affirm the identity of the Atlantic space in the wider European context. The cities need to be involved in this process through partnership with the regions.
CADSES For the document of the VISION-Planet project	Improving the spatial structure	Deal with emerging regional disparities within the framework of a comprehensive regional policy. Establish a new rural-urban relationship in order to ensure integrated development, structural change and improvement of service provision in urban centres and their surroundings. Mitigate drawbacks and disadvantages caused by peripheral situations, by opening more border crossings. Diversify the economic and employment structure of mono-cultural agricultural areas and one-sided 'company towns'. Facilitate better access to knowledge and information in all areas. Establish a structured relationship between settlements and coastal areas, being integrated in a comprehensive concept of coastal management.
	Shaping the development of settlements and cities	The overly hierarchical system of cities and settlements should be loosened and more differentiated, multi-polar or polycentric systems should develop with specialisation and division of labour between cities within countries but even between countries as well. The development of smaller centres should be one of the priorities of the coming years. New types and instruments of urban management and planning, new initiatives in housing policy are needed to meet major new challenges.
	Transforming rural areas	Unavoidable rural employment restructuring can not be implemented without simultaneous internal restructuring of rural settlements, of rural land use, nor without developing rural infrastructure networks. Comprehensive national rural development strategies should be drawn up and implemented, including economic, social and environmental aspects.

Area	Development Goals	Policy Aims
CADSES For the document of the VISION-Planet project	Developing transport and telecommunication	The ongoing development of international transportation networks should be carried out in accordance with the principal objectives and processes of spatial development. A primary task is to construct transport connections between the eastern and western halves of the VISION area, neglected until now. At the same time, however, existing transport infrastructures within the eastern part of the VISION area should be improved. A more thorough coordination of the separate projects of TEN and TINA networks is needed, as well as the extension of the assessing and planning works to those countries which are at present excluded from TEN and TINA processes. Accessibility for the majority of the population of the respective countries is to be ensured by improving or developing transportation facilities within smaller regions (secondary networks; maintaining or improving public transport systems). Transversal connections should transform the overly hierarchical and centralised system of transport networks. Governments should address the territorial aspects of the development and modernisation of telecommunication infrastructures as well as of the transition to the 'Information Society'. Ensure access to modern telecommunication infrastructures and services in all parts of the territory is a prerequisite for economic and social development. Technical and economical (affordability) aspects are relevant fields of intervention to reduce the risk that economic and social disadvantages accumulate in sparser populated areas. The recent achievements must be utilised as a competitive advantage in the future spatial development of the VISION countries.
	Protecting the environment and managing the natural and cultural heritage	Tackle the accumulated damage to the environment, to clean up derelict opencast mines, industrial sites, rubbish dumps. Environmental authorities have to cope with newly emerging dangers. National environmental plans of action should be drawn up and environmental impact assessments should be made compulsory for larger development projects. Improvements have to be made with respect to the network of national parks. The network of protected landscapes in the eastern VISION countries must be further developed. Furthermore, a common – or at least coordinated – form of regulation and maintenance would be highly desirable for the most valuable natural ecosystems to be found in border areas. The protection of the rich cultural heritage should be based both on cultural and economic considerations. Coordinated transnational interventions aimed at enhancing 'cultural routes' should ensure the uniqueness of each different community.

Area	Development Goals	Policy Aims
North-West Europe	Enhancing the global role of NWEs metropolitan areas	Developing the metropolitan areas as part of the global economy linked to the rest of the world, the rest of the European Union and the rest of Europe. Supporting and maintaining the concentration of global economic functions and seeking a more balanced distribution of high level urban services. Promoting specialisation and complementarity of city functions through cooperative networks particularly in respect of inward investment strategy, growth sectors and knowledge based industries.
	Ensuring more fairness in the distribution of prosperity in North-West Europe	Developing complementarity between metropolitan areas and medium sized towns. Developing transnational networks and cross-borders clusters that are able to exploit indigenous economic potential. Promoting more balanced distribution of investment in growing sectors, especially research and development centres in economically weaker regions. Assisting the development of transnational strategies aimed at exploiting economic potential.
	Reducing NWEs global environmental impact	Containing transnational travel by meeting the other challenges. Promoting the sustainable use of resources. Maximising the use of less polluting energy generation.
	Protecting and creatively managing the natural and cultural heritage	Ensuring that development does not exceed the capacity of the environment to absorb it and reflects and respects the distinctiveness of the locality. Identifying and protecting sites of transnational significance. Establishing and extending the network of natural and open spaces. Promoting integrated management of water resources in transnational river basins. Securing and improving the quality of other natural resources including air, soil, biodiversity and tranquillity. Ensuring the creative management of cultural assets.
	Maintaining high levels of access to and from North-West Europe	Enhancing specialised and complementary gateways for air, sea and rail. Avoiding concentration in a few centres and inappropriate investment in underused infrastructure. Completing the HST network to provide external connections to the rest of Europe from all main cities. Making the best use of opportunities offered by new information and communications technologies and e-commerce to strengthen global connectivity. Avoiding the use of air travel for short journeys.

Area	Development Goals	Policy Aims
North-West Europe	Improving internal access and mobility in a sustainable way	Promoting the development of transnational public transport strategies. Ensuring that gateway functions are properly coordinated with internal communication networks and new spatial development patterns. Completion of the HST network to all major urban centres and improve associated public transport links Maximising the potential for a more complete system of rail/water links (as part of TENS) to carry freight traffic. Promoting inter-modality and inter-operability and the avoidance of unnecessary air travel. Identifying how connectivity amongst the big cities and between them and their hinterlands can be improved through selective infrastructure improvements and the promotion of existing and new spatial development and transport nodes. Making best use of, and ensuring universal access to services through information and communications technologies.

Annex III: Main features of 'application strategies' contained in existing transnational spatial development visions

Area	Main themes addressed	Further specified/differentiated through…
Atlantic Area	The five 'project and development zones' should be reinforced.	A large number of different types recommendations are formulated across the five different 'project and development zones': 1. Territorial recommendations for the topics rurality and sparsely populated areas and the reinforcement of the urban structure. 2. Sectoral recommendations for the topics internal and external accessibility, the environment and a prevention of risks, the development of innovation and R&D. 3. Recommendations for the articulation with other sub-spaces in the Atlantic Area. 4. Other 'specific recommendations'.
	Transnational cooperation should be promoted over the entire Atlantic Area.	Theme-specific recommendations focussing on specific sub-themes in order to reinforce transnational cooperation: 1. The maritime dimension: issues to be promoted are maritime transport and safety at sea, sustainable management of coastal areas and the marine environment, R&D and innovation in the field of marine resources, the Atlantic marine culture and identity. 2. Sustainable development in fragile rural areas: to be tackled by cooperation are shared problems such as social problems linked to increased ageing of the population and outward-migration, problems related to agricultural activity and management of particularly sensitive natural areas (NATURA 2000 sites), needs with regard to infrastructure, connection of rural areas to modern communication infrastructure (ITC's), management of the natural/cultural heritage and its use in the field of rural tourism, a better linking between the rural hinterland and the maritime areas of the Atlantic space. 3. Strengthening cooperation networks and exchanges of experience: activities should concentrate on environmental management, on strengthening research and innovation potentials in the Atlantic Area and the development of the knowledge economy and on improving the attractiveness/accessibility of the territories and cities in the Atlantic Area.
Baltic Sea Region VASAB 2010 document of 1994	Overall Strategy	Seven suggestions for first common actions (regular meetings of spatial planning ministers from VASAB area, elaborate proposals for pilot projects, make financial arrangements for action programme, design marketing effort for BSR, elaborate research programme, internet working of spatial research institutes, establish VASAB secretariat).
	The 'Pearly': An urban network of international importance	Two suggestions for first common actions (organise joint conference among European and Baltic cities, launch research programme).
	The 'Strings': Effective and sustainable links between cities	Three suggestions for first common actions (identify locations of multimodal transport centres, identify further needs for improving port-hinterland infrastructure, promote pilot projects).

Area	Main themes addressed	Further specified/differentiated through…
Baltic Sea Region VASAB 2010 document of 1994	The 'Patches': Areas supporting dynamism and quality of life	Four suggestions for first common actions (assess potentials for further cross-border cooperation, encourage cross-border spatial planning pilot projects, guidelines for spatial planning in coastal zones, elaborate concept for development/protection of valuable natural and cultural landscapes).
	The 'System': Comprehensive spatial planning in function	Four suggestions for first common actions (organise discussions with EU on spatial development, synoptic review of spatial planning systems in BSR, encourage demonstration projects, engage in a concerted dialogue for technical assistance)
Baltic Sea Region VASAB 2010+ document of 2001	Cooperation of urban regions on key issues of sustainable development. Strategic development zones important for transnational integration within the BSR. Transnational transport links important for integration across-BSR and with Europe. Diversification and strengthening of rural areas. Development of transnational green networks, incl. cultural landscapes. Integrated development of coastal zones and islands.	In order to promote these six key themes, VASAB will follow five lines of action: 1. Recommend transnational policy measures; 2. Promote methodology development; 3. Promote cooperation projects; 4. Cooperate with other cross-BSR initiatives; 5. Promote a dialogue with sector institutions. VASAB seeks to enhance the effectiveness of spatial policies, but its future activities shall follow the principle of subsidiarity (i.e. leaving action to other organisations if this promises better results). In this sense, VASAB will observe the following 'guiding principles': 1. VASAB engages only if a task can be better solved through transnational cooperation. 2. VASAB acts if cross-border cooperation by national, regional or local governments requires political backing from international or national levels. 3. VASAB acts only if there is a clear spatial dimension. 4. VASAB acts only where responsible other actors can be motivated to discuss their path of action with spatial planners.
North-West Europe	Enhancing the global role of North-West Europe's metropolitan areas Ensuring more fairness in the distribution of prosperity in North-West Europe Reducing North-West Europe's global environmental impact Protecting and creatively managing the natural and cultural heritage Maintaining high levels of access to and from North-West Europe Improving internal access and mobility in a sustainable way	In the initial NWMA vision document, only a few proposals for potential projects were suggested: • Three examples for possible projects that apply to the whole of North-West Europe • Three examples for possible projects to be taken up within the different co-operation zones ('Open Zone', 'Island Zone', 'Central Zone' and 'Inland Zone'). • Two examples for projects related to the idea of counterweight global centres • Two examples for possible projects related to transnational development corridors and axes. The subsequently elaborated 'Consultation Report on the Vision Document' has not further increased the number of concrete project proposals.

Area	Main themes addressed	Further specified/differentiated through…
North Sea Region	Integrated town-hinterland and inter-city development (rural-urban integration and city cooperation)	A larger number of project examples had been identified by the Vision Working Group that were grouped according to the 10 vision statements. But they should be developed in line with the nine 'key themes for sustainable development': • Vision Statement 1: a total of 14 different types of projects were suggested • Vision Statement 2: a total of 13 different types of projects were suggested • Vision Statement 3: a total of 8 different types of projects were suggested • Vision Statement 4: a total of 20 different types of projects were suggested • Vision Statement 5: a total of 12 different types of projects were suggested • Vision Statement 6: a total of 10 different types of projects were suggested • Vision Statement 7: a total of 13 different types of projects were suggested • Vision Statement 8: a total of 14 different types of projects were suggested • Vision Statement 9: a total of 18 different types of projects were suggested • Vision Statement 10: a total of 15 different types of projects were suggested
	Strengthening of rural urban centres	
	Development of peripheral regions	
	Promotion of sustainable mobility	
	Regional communication infrastructure development embedded into regional development promotion	
	Controlled protection and use of valuable natural and cultural heritage landscapes	
	Integrated management of the North Sea	
	Planning with water	
	Integrated coastal zone management and planning	
CADSES	Improving the spatial structure	Five policy proposals for dealing with growing regional disparities
		Five policy proposals for establishing new urban-rural relationships
		Three policy proposals for dealing with the problem of peripherality
		Four policy proposals for diversification of regional economic structures/mobilising endogenous resources
		Six policy proposals for establishing better access to information and knowledge in all areas
	Shaping the development of settlements and cities	Three policy proposals on priorities in the development of the urban system
		Five policy proposals for the transformation of the structure of cities
		Six policy proposals on urban housing, urban finance and urban services
	Transforming rural areas	Eleven policy proposals
	Developing transport and telecommunication	Ten policy proposals on transport
		Three policy proposals on telecommunication
	Protecting the environment and managing the natural and cultural heritage	Eight policy proposals for tasks of the protection of the environment
		Eight policy proposals for the management of the natural heritage
		Nine policy proposals for the management of the cultural heritage
	'Implementation' section of the VISION-document	Six proposals related to the role and function of regions and territorial administration
		Four proposals related to an identification of specific sub-areas and applying specific policy options according to their needs
		Five proposals related to the ways of applying spatial development policy options
		Eight proposals related to spatial integration

Annex IV: Sub-area specific differentiation approaches adopted in existing transnational spatial development visions

Area	Section	Approach adopted
Atlantic Area	Situation and trends assessment	The thematic analysis focuses on four territorial categories (metropolitan areas and metropolitan systems; intermediary cities and their networks; medium-sized towns as centres of local diffusion; rural and sparsely populated areas) and developed – as a main conclusion - a dual spatial typology: • There are five 'motor sub-areas': They are the most dynamic and attractive areas, representing the highest comparative advantages and having a good level of international connection. However, none of these five motor spaces is able to compete at an equal level with the metropolitan regions in the European Pentagon. • There is a larger number of 'integration sub-areas', which are in the level of development, generally more behind, cumulate a number of weaknesses and are frequently polarised by relatively weak metropolitan areas or moderate/weak intermediary cities. Two different sub-groups can be distinguished according to the level of gravity of problems/weaknesses: (1) 'high-potential integration sub-areas' and (2) 'weak integration sub-areas'.
	Objective system	Five larger 'project and development zones' should be reinforced and cooperation needs to be strengthened among the regions. They are intermediary territories located between the wider transnational Atlantic Area and a reduced local space. (1) The Atlantic space of the western United Kingdom and Ireland, (2) the space of north-west France, (3) the space of south-west France and the north of Spain, (4) the space of the western Iberian peninsula (Portugal- with the exception of Algarve - and a part Galicia) and (5) the space of the southern Iberian Peninsula (Algarve, internal part of South-Alentejo, western Andalusia).
	Application strategy	Specific recommendations with regard to territorial or sectoral policies are formulated for each of the five larger 'project and development zones' (see above).
North-Sea Region	Situation and trends assessment	The initial NorVision document has assessed trends/challenges for a wide range of specific sub-areas: metropolitan areas/national agglomerations, different types of rural areas (areas dominated by agriculture, areas important for wildlife, landscape, recreation, water supply; predominantly agricultural areas close to urban concentrations; areas also dominated by agriculture distant from major urban centres; sparsely populated areas) and other specific areas such as nature areas, coastal zones and port areas.
	Objective system	Out of the ten individual vision statements, four statements relate to urban regions and two statements relate to rural areas. For each of these vision-statements, a larger number of 'aims' and 'strategies' were subsequently formulated.
	Application strategy	The application strategy of NorVision identifies nine 'key themes for sustainable development', among which various focus on specific sub-areas: Integrated town-hinterland and inter-city development (rural-urban integration and city cooperation); strengthening of rural urban centres; development of peripheral regions; controlled protection and use of valuable natural and cultural heritage landscapes; integrated coastal zone management and planning. For these key-themes, examples for cooperation projects in line with this concept have been identified and were presented in a specific annex.

Area	Section	Approach adopted
Baltic Sea Region	Situation and trends assessment	The initial VASAB spatial vision of 1994 and the VASAB 2010+ document of 2001 have assessed trends/challenges for the following areas: Capital city regions and other urban areas as well as particular types of sub-areas in the BSR that need to be developed in accordance with their specific characteristics and vocations (i.e. coastal zones and islands, border areas, agricultural/rural areas, protected areas and valuable cultural landscapes, forestry areas, wetland biotopes). For a number of these specific areas, also functional classifications were developed. In the 1994 document, a functional classification of BSR-cities at four levels was elaborated: • European cities with high-ranking international functions: cities that, apart from being the place of foreign embassies or consul rates, play an important role as location of international trade, industry or finance organisations and of international events (e.g. Copenhagen, Stockholm, St Petersburg, Berlin, Hamburg). • National cities with important national functions: for all other national capitals and other cities being of more than regional (sub-national) importance and in the same time being the location of important trade fairs, conferences, major economic centres, important universities. • Regional urban centres: covers cities which function as a regional (secondary) urban centres, whether size and function depending largely on the population density, the distance to other cities and urban traditions in the respective country. • Other major cities: includes other cities which complement regional urban centres. In the VASAB 2010+ document, a functional classifications of rural areas was elaborated: • Type 1: Rural areas with high population density, living on low productivity fragmented farming, with a weak urban system. • Type 2: Rural areas with low population density, high reliance on agriculture and weak urban system. • Type 3: Peripheral areas living basically on non-agriculture natural resources, with low population density, weak urban system and stagnant job supply, frequently coupled with accessibility deficits (particularly in mountainous areas). • Type 4: Rural areas in commuting distance of dynamic urban centres. In the VASAB 2010+ document, a provisional typology of coastal areas was elaborated: • Prospering coastal zones, mainly in major metropolitan areas, are mixed with coastal zones with economies lagging behind, due to losses in traditional functions (shipbuilding, fishery, naval forces). • Coastal rural areas with uncontrolled sub-urbanisation. • Areas with tourism concentration coexist with coastal zones where such potential is hardly developed. • Areas with high unemployment face other coastal regions with low unemployment. • Regions with a high concentration of protected nature areas, while other coastal strips have only a low concentration of such areas or have a concentration of only small designated areas.
	Objective system	The initial VASAB spatial vision of 1994 and the VASAB 2010+ document of 2001 have formulated objectives for the following areas: Cities and the urban network (the 'pearls') and areas with specific problems and potentials (the 'patches'), i.e. coastal zones and islands, border areas, agricultural/rural areas, protected areas and valuable cultural landscapes, forestry areas, wetland biotopes.

Area	Section	Approach adopted
Baltic Sea Region	Application strategy	The initial VASAB spatial vision of 1994 suggests strategies and first common actions for an urban network of international importance (the 'pearls') and for areas supporting dynamism and quality of life (the 'patches'). This basic focus is continued to be adopted under the subsequent up-dating process. Within VASAB 2010+, actions are suggested with respect to 'strategic development zones important for transnational integration'. They share some (or all) of the following characteristics: Closeness to borders; high trans-border disparities in economic and social indicators; high development potentials to be activated by transnational cooperation; relatively low cross-border exchange intensity; deficient infrastructure and regulations for border crossing. These areas generally dispose of significant economic growth potentials not yet adequately used and their concerted development is expected to reduce spatial disparities in the BSR.
CADSES	Situation and trends assessment	The 'Background Report' has considered themes/trends/challenges for a number of specific sub-areas in CADSES such as urban regions and cities, rural areas, specific nature protection areas and valuable cultural landscapes.
	Objective system	The document 'Guidelines and Policy Proposals' has formulated goals/policy aims that address the problem of peripherality as well as problems of urban regions/cities, rural areas and specific nature protection areas/valuable cultural landscapes.
	Application strategy	The document 'Guidelines and Policy Proposals' has formulated numerous policy proposals for specific areas mentioned in the objective system (see above). In addition, the document also made reference to six areas with marked geographical and economic differences that play a particularly crucial role in determining the future path of integration and development: • The 'Central European Interaction Area' comprises those parts of the territory, located along both sides of the present central European external borders of the EU (most affected by the first phase of EU enlargement). • The 'Adriatic Sea Region', the 'Danubian Cooperation Zone' and the 'Black Sea Cooperation Area', partly overlapping with the other areas, are characterised by common transportation issues, environmental problems, natural and cultural heritage, and tourism and economic potential. • The area of the 'Stability Pact for South Eastern Europe' comprises both territories directly and indirectly affected by recent conflicts. Transnational spatial development cooperation is a valuable and, indeed, indispensable, contribution towards the Stability Pact implementation. • The 'Carpathian Development Region' in the eastern part of CADSES, which will be the frontier areas of the EU for a long period of time, where the less developed regions of both accession countries and third countries are situated (along the eastern borders of Poland, Slovakia, Hungary and Romania to the Ukraine and Moldova). Beyond these six transnational areas, the document finally mentions several other – smaller – transnational and cross-border cooperation areas, for which specific actions were however not defined in vision.

Area	Section	Approach adopted
North-West Europe	Situation and trends assessment	The analysis suggests that there are four larger areas that share common characteristics and the same critical issues. • An area centred on four global cities gateways and large polycentric metropolitan centres dominates the urban structure (London, Paris, Randstad, Frankfurt). • Beyond the central area, parts of the UK and Ireland are also dominated by large urban centres with important economic functions (without well developed external connectivity, not part of the continental transport network). • To the north and west is a sparsely populated area with high quality landscapes and natural resources that are an asset for north-west Europe as a whole. • To the south-east, parts of France, Belgium and Germany are largely rural and agricultural in character, but face considerable change and increasing pressures for urbanisation from neighbouring urban agglomerations.
	Objective system	The development perspective and the goals/policy aims of the strategy focus on four cooperation zones: • The 'Open Zone' is relatively sparsely populated and has high quality natural environments, but there is a threat of depopulation and decline together more intense pressure from tourism in particular locations. • The 'Island Zone' faces the main challenge to ensure that it becomes unambiguously part of the core European economic integration area. The weak physical connections with the global cities along with the barrier effect of London need to be overcome. • The 'Central Zone' is a world powerhouse. Continuing demand for land has taken the cities close to the limits of their environmental and physical capacity. • The 'Inland Zone' could be described as the 'green heart' of North-West Europe. It is facing considerable agricultural/rural change and a threat of high quality landscape) and is crossed by transport axes from Paris to the east and from the Randstad via Brussels to Switzerland, going through Lorraine and Luxembourg. In addition to these four zones, also the important role of 'transnational development corridors' (i.e. further development of existing axes into corridors, creation of alternative corridors) and of 'alternative international gateways and economic centres' (Midlands/North England, Brussels-Lille, SaarLorLux) is mentioned.
	Application strategy	Derived from the development perspective, the application strategy suggests a number of area-specific projects that are related to the four cooperation zones, to the idea of counter-weighting global centres ('alternative international gateways and economic centres') and to transnational development corridors and axes.

Annex V: Quantitative data used in various transnational spatial development visions

CADSES, INTERREG IIC project VISION-PLANET: Main quantitative data used in the 'Background Report'	
Spatial Structure	• Main geographic indicators of the VISION area (Vision area in km^2 and % of total national area, total population and % of total national population) • Natural population movement in the whole of the VISION area, 1987-1996 • Demographic prognosis for the VISION area 1997-2025 • Structure of the settlement system of the countries in the VISION area 1995/96 • Concentration of urban population in the VISION area 1995/96
Economy/cohesion	• The volume indices of GDP in eastern VISION countries, 1989-1998 (1989=100) • Per capita foreign direct investment, 1997-98 • Agricultural production 1989-1996 (1989-91=100) • Trends of agricultural income generation and employment 1989-1995 • Share of internal trade within the EU and within the VISION area in 1997 • The relative importance of Germany, Austria and Italy in the export of EU and VISION countries (1997)
Transport and communication	• The relative importance of the principal modes of inland freight transport (measured in tonne-kilometres in 1992) • Developments in passenger transportation on railway in the VISION area and in the EU 1980-93 • Densities of railway, road and motorway networks in countries of the VISION area 1995 • Freight transport of railways 1990-1994 (in million tonnes) • The number of passenger cars in the VISION area 1985-96 • Goods transported on the Danube 1980-1994 • The most important ports on the Danube (various years of reference) • Development of telecommunication and informatics in VISION countries 1996-99 • The Trans- European Transportation Network in the eastern VISION area 1999 • Estimated costs of the network 1999 • Major TEN and transport corridor projects in the VISION area
Environment	• Natural protection areas* in the VISION area 1998 • Arable area as a percentage of total area 1998 • Share of surface water flowing from outside the borders 1998
Other	• Number of intergovernmental integration organisations in the VISION area • Number of interregional cooperation organisations in the VISION area • The existing administrative units of VISION countries, 1997 • Border regions in the European Union and in the VISION area • Number of neighbouring countries of EU Member States and VISION countries

Baltic Sea Region: Quantitative data used in the 'VASAB 2010+ document' of 2001	
Socio-economic development trends in the 1990s	• Annual change (%) in GDP of BSR countries in 1992-98 at constant prices in global comparison • Development of purchasing power of wages,1991-98 • Growing income inequality,1987/88 to 1993/95 • Liberalisation index average, 1989-95 • Population of BSR countries in 1998 • Life expectancy at birth (in years) in selected BSR countries/regions 1997 • Natural demographic changes and net migration per 100 population, annual average rates 1994-98 • Population changes in the BSR 1991-98, at the index 1991 • Trade and foreign direct investment of BSR countries according to origin 1997 • Regional shares in export trade of selected BSR transition countries,1997, and expected future change • BSR chair as percentage of total imports and FDI are received • Mobile phone subscribers per 100 inhabitants in selected BSR and other countries, 1999 • Car ownership rates in BSR countries,1970-1997 • Passenger traffic volumes in BSR countries per capita per year • Goods transport on roads in BSR countries,1990-97 • Goods transport intensity of BSR countries • Infrastructure transition indicators 1999
Environmental trends	• International environment treaties and stage of implementation • Energy efficiency and tariff levels in transition countries,1994-96 • development of CO2, NOx and SO2 emissions in the BSR are 1990-97 and target levels 2015 • BSR nitrogen riverine inputs and discharge from point sources to the Baltic Sea, 1995 • Pollution load from point sources,1992 and 1996 • Permanent pasture as percentage of total arable land in BSR countries,1994 • Forests in the BSR according to 'naturalness' in the 1990s • Area of forests and other wooded land in BSR countries
Spatial structures and trends	• Annual average rate of change of urban population in the BSR, 1950-95 • Aspects of urban and rural population in the BSR, 1998 • Population change in the BSR cities with more than 10 000 inhabitants during the 1990s • Regions with a high employment share of agriculture and a weak urban system • Freight volumes in BSR ports • BSR airports 1998 passenger traffic • Quantitative information on RAMSAR sites in the BSR • Transboundary adjoining protected areas in the BSR • Main indicators of Baltic Sea seven islands • Protected areas according to national law (in %) • Land use as a function of distance from the coast in the drainage basin • Population as a function of distance from the coast in the drainage basin
Trends with respect to spatial cohesion	• Regional GDP per capita in the Baltic Sea region,1996 • Regional GDP per capita disparities in the Baltic Sea region,1996 • Unemployment rate in the BSR,1998 • Changing employment in primary industries, manufacturing and services 1993-97 • Time space map for rail passengers,1993 and 2020 • Change of daily accessibility by a road,1996-2016, due to TEN/TINA investments

Atlantic Area, INTERREG IIIB project ASDP: Main quantitative data used in Volumes I and II of the 'Final Report' Step 1, assessment of the general structure and dynamics of the Atlantic Area	
Demography	• Population density, • number of inhabitants, • population change between 1991 and 2002, • average annual population change between 1991 and 2002.
Environment, cultural/natural heritage and natural/industrial risks	• Patterns of land use in the Atlantic Area, • localisation of protected natural zones, • UNESCO world heritage sites in the Atlantic Area, • typology of natural risks in the Atlantic Area, • typology of technological risks in the Atlantic Area.
Economy, employment and competitiveness	• Level of employment, • average annual evolution of regional employment, • unemployment, • variation of unemployment between 1999 and 2002, • territorial division and concentration of employment, • sector-specific division of employment, • sector-specific specialisation coefficient, • localisation of company headquarters, • localisation of most important companies, • GDP at NUTS 3 level, • GDP per inhabitant, • evolution of average annual GDP between 1991 and 2002, • evolution of per capita GDP between 1991 and 2002, • cross-referencing between per capita GDP variations (1991/2001) and population variations between (1991/1999), • labour productivity at NUTS 2 level, • labour productivity at NUTS 3 level.
Connectivity/ accessibility	• Accessibility to the closest metropolitan area, • average road accessibility of NUTS 3 regions towards Atlantic metropolitan areas, • time-related road accessibility to the closest Atlantic metropolitan area, • density of motorway network, • road connectivity of urban areas, • railway connectivity in the Atlantic space, • air traffic variations between 1990 and 1999, • number of regular flights between airports in the Atlantic Area.
Knowledge and innovation	• Part of employment in knowledge-intensive services, • public and private R&D expenditure, • share of public and private employment in R&D.

Atlantic Area, INTERREG IIIB project ASDP: Main quantitative data used in Volumes I and II of the 'Final Report'	
Step 2, comparative synthesis analysis of metropolitan and intermediate systems in the Atlantic Area	
Criterion 'mass'	• Primary indicator: population in 2002; • Complementary indicator: gross national product in 2002.
Criterion 'competitiveness'	• Primary indicator: GDP per inhabitant in PPS; • Complementary indicators: unemployment rate in 2002, labour productivity in 2001, number of company headquarters of the 2000 largest European enterprises in 2003.
Criterion 'international connectivity by air'	• Primary indicator: number of international flights towards the Atlantic Area and the wider European continent; • Complementary indicators: number of intercontinental flights in 2005, time distance of different metropolitan and intermediary systems towards an international airport in 2005.
Criterion 'railway connectivity'	• Number of systems in the Atlantic space connected to other systems at a time of three hours with an average minimal speed of 90 km/h.
Criterion 'road connectivity'	• Number of Atlantic systems accessible by road from systems of the Atlantic Area in two hours of time.
Criterion 'Dynamics'	• Primary indicator: average annual GDP evolution between 1991 and 2002; • Complementary indicators: variation of per capita GDP in PPS between 1991 and 2002; average annual evolution of population between 1991 and 2002, average annual evolution of employment between 1991 and 2001.
Step 3, regional development disparities in the Atlantic Area at NUTS 3 level	
'Relative development index' (RDI)	• Population density, • Third sector specialisation, • Primary sector specialisation, • Number of company headquarters per inhabitant, • Average labour productivity, • Unemployment rate, • Gross national product per capita, • Annual average growth rate of gross national product.

Annex VI: North-West Europe: Visual representation of the overall spatial development perspective

Global cities and gateways – cities of major economic importance for northwest Europe and rest of the world with high level of access to and from them

Strategic polycentric areas – cluster of cities, high level of economic activity, key role in inward investment to northwest Europe

Strategic centres – monocentric, high level economic activity, key national/ regional role and focus for inward investment

Counterweight global gateways and economic centres

Eurocorridors

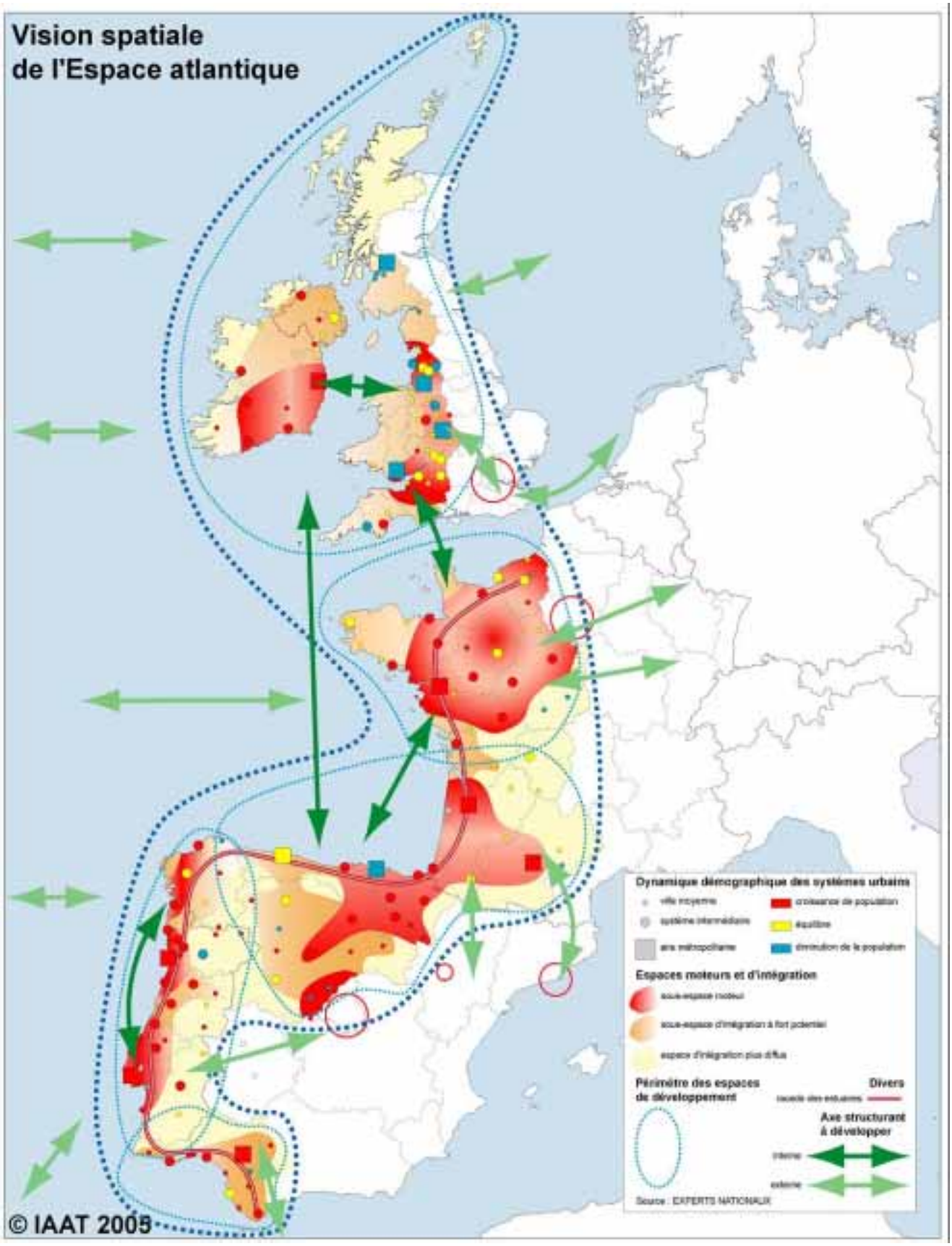
Corridors/transport axes to be strengthened

Communication bottlenecks

Enhanced external connections


A VISION FOR NORTH WEST EUROPE
An agenda for a sustainable and balanced development
Open Zone
Extensive high quality natural environments, threats from depopulation, decline and intense tourism in certain locations. Poor links to urban services. Priorities are to strengthen role of regional towns, links with strategic centres, maintain low environmental pressures and build on indigenous potential.
Island Zone
Generally urbanised and industrial areas with pressure on surrounding natural environments. Important urban centres have capacity for expansion but with strong barriers and relatively weak links to global cities and gateways. Priority to strengthen global functions and corridors/links with central zone.
Central Zone
Global powerhouse
Extreme environmental pressures from agriculture and traffic exceeding capacities of natural systems.
Open spaces and accessible rural areas threatened. Water management issues are critical, especially the Rhine-Scheldt-Meuse.
Priorities to maintain competitiveness of global cities and internal and external accessibility, whilst containing physical growth and relieving pressure on environment.
Inland Zone
Diverse landscapes in a predominantly rural area with threats of depopulation and important urban centres. Major opportunities to develop recreation and cultural assets, and to play a role in improved connections to the east and south.
Cooperation zones
Inland Zone
Central Zone
Open Zone
Island Zone

Annex VII: Atlantic Area: Visual representation of the desired future situation of polycentric development



Annex VIII: Overview on main objectives of ESPON projects with a relevance for transnational and cross-border spatial development planning

ESPON project titles	Main Objective
ESPON-project 1.1.1: Potentials for polycentric development in Europe	– To provide the background for a more informed discussion of polycentric development in Europe and more precisely; – to contribute to the identification of the existing spatial structure of the EU territory, in particular the degree and diversity of physical and functional polycentrism at different geographical scales; – to define concepts and to find appropriate territorial indicators, typologies and instruments as well as new methodologies to consider territorial information linked to polycentrism; – to detect territories most negatively and positively affected by the identified trends with special reference to regions in terms of accessibility, polycentric development, environment, urban areas and territorial impact assessment, particular attention being paid to areas exposed to extreme geographical positions and natural handicaps such as mountain areas, islands, ultra-peripheral regions; – to provide inputs such as tools for diagnosis and observation to be able to contribute to the forthcoming long-term scenarios.
ESPON-project 1.1.2: Urban-rural relations in Europe	– To explore the future of urban-rural relationships and the system of mutual exchange where cities provide services, cultural activities, infrastructures and the major access to the labour market while rural areas, still producing agricultural products, provide leisure potential and green areas; – to explore in how far the viability of rural areas depends upon the proximity of cities, what is their degree of exchange with urban areas and how can cooperation and partnerships support a sustainable development of rural areas; – to explore relations between urban and rural areas in terms of exchange processes, institutional links and interdependencies and to investigate in how far a more integrated approach might provide new opportunities for synergies through urban-rural partnerships, where the diversity of relationships to a large extent defines potential partnerships.
ESPON-project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention on discontinuities and barriers	– To evaluate the future implications of enlargement on EU territorial development from both the perspectives of the Member States and their regions as well as from the perspectives of candidate countries and their regions (with particular attention to border regions in the EU and candidate countries); – to take account of trends affecting countries bordering the enlarged EU, where they could have direct effects on EU territorial development (with contributions from EFTA and Mediterranean countries); – to consider the reinforcement of cities and regions along internal and external borders (policies for the development of 'gateway cities ', strategic cooperation in urban clusters, multi-modal infrastructure for the European corridors, equal access to telecommunications, facilities and intercontinental accessibility); – to give special attention to future external borders after the achievement of the EU-enlargement.
ESPON-project 1.1.4: The spatial effects of demographic trends and migration	– To identify the demographic, social and economic characteristics of the natural population development and the international, interregional and intraregional migration trends affecting the EU territory and to investigate the determinant causes of migration cohorts; – to assess the positive and negative short and long term effects of migration and natural population development for different regions and for countries in the EU (i.e. changes on the labour market structure, pressure on provision of housing, health and other public services) and to investigate their responses towards achieving social and spatial integration; – to anticipate the effects that enlargement will have on existing migration trends; – to identify different types of processes that lead to depopulation in peripheral areas but also in the central part of Europe

ESPON project titles	Main Objective
ESPON-project 2.1.1: Territorial impacts of EU transport and TEN policies	– To investigate in how far TENs-T (measures proposed in the White Paper 'The European Transport Policy by 2010' provide the right answers for a territorial development as described in the ESDP (in particular: reduction of spatial disparities; reduction of congestion; concentration of development corridors); – to analyse the impacts of transport and telecommunication networks by considering an integrated approach for improved transport links, the polycentric development model, an efficient/sustainable use of infrastructure, the diffusion of innovation/knowledge and the particular problems of peripheral regions.
ESPON-project 2.4.2: Integrated analysis of transnational and national territories based on ESPON results	– To provide an integrated and structural analysis of the results of the ongoing and finalised ESPON project results, 'zooming in' on different territorial contexts and scales, in order to identify existing spatial patterns and territorial specificities and complementarities; – to conduct the integrated analysis including all themes covered so far by the ESPON programme and the related core-indicators and considering the core typologies developed until now; – to present cross-analyses at macro, meso and micro scale based on quantitative information in order to identify territories with particular spatial integration and/or potential for added value through cooperation; – to contribute to the understanding of transnational spatial patterns at meso level by examining transnational relations and the level of integration indicator by indicator.
ESPON-project 3.2: Spatial scenarios and orientations in relation to the ESDP and cohesion policy	– To 'learn from the future' by elaborating clearly distinctive and contrasting scenarios for a sustainable territorial development of an enlarged European Union (EU 27) and the neighbouring states of Norway and Switzerland, highlighting contradictions, if any, between objectives and means as well as between different geographical areas and levels; – to explore the major driving forces, their territorial trends and impacts, based on the results from other ESPON projects; – to adopt a prospective focus and anticipate and forecast mega-trends, structural changes and territorial imbalances contradictory to territorial cohesion, balance and a polycentric development; – to assist policy development in relation to the ESDP and Territorial Cohesion by proactive scenario approach to the enlarged European territory testing different political objectives and orientations proposing the necessary policy support; – to continue the scientific guidance within the ESPON programme and the further development of innovative ESPON tools; – to continuously maintenance and update the ESPON database.
ESPON-project 3.3: Territorial dimension of the Lisbon/Gothenburg process	– To develop – as the main focus - a number of basic analytical elements that can introduce territorial cohesion to the Lisbon/Gothenburg strategy; – to indicate ways of integrating the Lisbon/Gothenburg strategy in Structural Funds interventions in support of a balanced territorial development of the enlarged EU; – to identify additional (territorial) indicators to the indicators chosen to monitor the Lisbon/Gothenburg strategy, which can be recommended to be taken into account at political level; – to complement the Lisbon/Gothenburg indicator list in the light of the territorial policy principles included in the Third Cohesion Report and the ESDP/CEMAT concerning cohesion, balance and polycentrism.

Annex IX: Overview on main issues addressed by the different ESPON projects

ESPON project titles	Main issues
ESPON project 1.1.1: Potentials for polycentric development in Europe	The functions of urban areas were analysed in terms of population; transport; tourism; manufacturing; knowledge; decision-making in the private sector; decision-making in the public sector. The MEGA analysis variables are: the mass criterion (population GDP); the competitiveness (GDP per capita PPS, location of Top 500 companies in Europe); the connectivity (passengers at airports, multimodal accessibility indicator); the knowledge basis. The analysis is conducted against the general aim of polycentricity. It is however a static study and trends were not studied, probably because of lack of homogeneous data. The purpose of the analyses was therefore to investigate in how far present situation (that of the year 2000) corresponded to the objective of polycentricity.
ESPON project 1.1.2: Urban-rural relations in Europe	The study covers a wide array of themes, considering that urban-rural relationships are multifunctional by nature: Land-use; Commuting; Accessibility; Services; Recreation and tourism; Agricultural production; Population, migrations; GDP Governance (various public policies, public-private partnerships). Although the study is not a policy impact study, a significant deal of attention has been paid to public policies (both EU and national ones) affecting urban-rural relations. These are in particular: Urban policies; Agricultural and rural policies; Regional policies and, more generally, structural policies; Transport policies; Environmental policies; Land-use policies and spatial development policies. On the background of the ESDP objectives, the general objectives of territorial development used to assess trends are territorial cohesion and sustainable development in terms of: – Favouring harmonious urban-rural relations and developing efficient urban-rural partnerships. – Promoting the socio-economic diversification of rural areas. – Containing urban sprawl in rural areas surrounding cities.
ESPON project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention to discontinuities and barriers	The study covers a very large number of themes due to the fact that the models used integrate a wide diversity of variables: the urban system (polycentricity); the population and its evolution; the economic development (GDP, employment by sectors, unemployment etc.); the infrastructure and transportation systems. Although ESPON Study 1.1.3. is not a policy impact study, a number of policy options are tested as to their impacts in the context of the scenarios. These are (respectively for the two series of scenarios): – regional economic policies (in particular in favour of the new Member States); – transportation policies in terms of infrastructural investments (TEN-T and TINA).
ESPON project 1.1.4: The spatial effects of demographic trends and migration	The main theme covered is demography, taken together with all its components (fertility, mortality, migration etc.). The study stresses however that demography is not an independent variable and that many other factors interfere with it, in particular as far as migration flows are concerned. The points of departure for the study of policy implications are the objectives of the ESDP and ESPON with regard to sustainable and balanced spatial development, competitiveness and territorial and social cohesion. One of the central aspects of demographic changes is that it has consequences on regional and spatial development that are central for sustainability, competitiveness, cohesion and polycentricity. Concretely, territorial cohesion (in terms of counteracting polarisation processes) is the main objective against which trends are assessed.

ESPON project titles	Main issues
ESPON project 2.1.1: Territorial impacts of EU transport and TEN policies	The study is a policy impact study related to EU policies in the transport and telecommunication sector. The main themes covered are transport infrastructure, accessibility, regional GDP, regional welfare of households, ICT networks and systems as well as ICT applications and services. The transport scenarios test the impacts of alternative transport policies in terms of regional accessibility and regional wealth. The telecommunication scenarios test the impacts on regional wealth of three alternative policies envisaged by the EU. Main policy aims considered in the study are derived from the ESDP. They are related to: – territorial balance, with particular consideration of peripheral regions; – polycentric territorial development; – parity of access (physical accessibility; access to information and knowledge).
ESPON project 2.4.2: Integrated analysis of transnational and national territories based on ESPON results	The nature of the project implies that all themes related to territorial development and tackled in the ESPON programme are covered. Although the study is classified in the category of 'policy impact studies', it is not devoted to the analyses of impacts of existing policies, but rather to the analysis of the European territory with the aim to identify and delineate areas where EU policies should be applied in future. The policies concerned are the structural policies, in terms of objective 1 and 2 areas (convergence and competitiveness), as well as areas for transnational cooperation in the field of spatial development policies. The identification of territorial potentials plays an important part in the study. The policy objectives in the background of the project are related to an effective spatial development policy in line with the objective of convergence, regional competitiveness, employment and territorial cohesion. The study aims at providing knowledge on these specific territorial characteristics needed for an integrated response to strengthen regional potentials and to overcome territorial and regional gaps in the levels of development and to improve the situation of less-favoured regions.
ESPON project 3.2: Spatial scenarios and orientations in relation to the ESDP and cohesion policy	The scenarios are concerned with all themes involved in the ESPON programme. Most scenarios are policy scenarios. They integrate a number of EU (and also national) policies related to: Agriculture and rural development; Transport; Telecommunication; Energy; Environment, management of hazards, climate change; R&D, technological development; EU enlargement; Structural policies; Governance systems; Immigration and general demographic policies; Socio-cultural integration. The various scenarios are testing the impacts of a wide range of policies. These are not limited to the policy objectives expressed in the ESDP (economic and social cohesion, more balanced competitiveness of the European territory/polycentricity, conservation of natural resources and cultural heritage), but relate also to policy objectives such as those of the Lisbon-Gothenburg strategy (global European competitiveness), migration, socio-cultural integration/Multiculturalism, decoupling of economic development from growth in transport flows, sustainability of energy supply, mitigation policies related to climate change etc.
ESPON project 3.3: Territorial dimension of the Lisbon/Gothenburg Strategy	The study covers a wide diversity of themes. Most of them are related to the Lisbon/Gothenburg strategy. They can be grouped in four categories: economy (GDP, productivity, employment, spending on human resources, financial market integration, energy intensity of the economy, global/local interactions); technology (R&D expenditure, Information Technology expenditure); social issues (poverty rates, unemployment); environment (greenhouse gas emission, volume of transport, energy intensity). Although the study refers to the Lisbon/Gothenburg strategy, its aim is not to investigate which are the territorial impacts of the strategy as applied up to now, but rather to investigate which explicit territorial components should be introduced into the strategy itself in order to increase its efficiency. These new components should be closely related to the structural policies.

Annex X: Overview on the methodological approaches used by different ESPON projects

ESPON project titles	Methodological approach
ESPON project 1.1.1: Potentials for polycentric development in Europe	The project introduced a number of new concepts related to urban agglomerations: *FUA (Functional Urban Area)* and *MEGA (Metropolitan European Growth Area)*. Two additional concepts were introduced in order to analyse the territorial context of cities and the potentials for polycentric integration based on morphological proximity: *PUSH (Potential Urban Strategic Horizon)* and *PIA (Potential Polycentric Integration Area)*. The methods used were largely quantitative (size, distribution across the territory, accessibility etc.). The project produced three typologies: – a typology of FUAs, in which the highest scorers were labelled, MEGAs. – a typology of MEGAs, divided into five categories, including a specific category for the two global nodes of London and Paris. – a typology of intra-urban settlement structures. Measurements of polycentricity were made for the European level, for the various Member States and for regions. A comparison of the level of polycentricity of the various countries was carried out, as well as a correlation analysis between polycentricity and competitiveness, equity (income differences between central and peripheral regions) as well as environmental sustainability (energy for transport per unit of GDP). Forecasting polycentricity was also included in the approach. The method can also be used to forecast the likely future development of polycentricity in Europe for different scenarios of urban growth and linkages between cities taking account of macro trends such as the enlargement of the European Union, further integration of the world economy and intensification of the competition between regions and cities and the development of energy cost, transport technology and telecommunications.
ESPON project 1.1.2: Urban-rural relations in Europe	The study has a pioneer character through the fact that the theme of urban-rural relations had never been extensively conceptualised earlier. It was therefore necessary to innovate in terms of concepts, typologies, indicators etc. The study combined quantitative and qualitative approaches. The main part of the study was devoted to the elaboration of a typology of urban-rural characteristics. Six regional types were identified, corresponding to high or low urban influence and to high, medium or low human intervention. In addition to the mapping of European regions according to the typology, further analyses were conducted for the various territorial categories, including population change and changes in GDP/capita during the period 1995-99. Analyses were also carried out of commuters' catchments, of the causes and effects of migration between urban and rural areas, of interconnections of functions in urban and rural areas and of changes in the use of resources, of land use in terms of development and profitability (land use planning, property markets, public-private partnerships etc.).
ESPON project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention to discontinuities and barriers	The study is based on a variety of rather sophisticated quantitative methods. These include the measurement of polycentricity, the analysis of convergence, the analysis of spatial association, the analysis of regional specialisation and geographic concentration, the formulation of typologies, the elaboration of a number of case-studies on border regions and the elaboration of scenario studies. In order to identify where in the ESPON space there are structural types of regions that may be in need of various policy interventions to attain the normative territorial goals of competitiveness and cohesion, three types of 'communities' were identified: *'Fringe', 'Shrinking', 'Rustic', 'Rustbelt'*. To forecast the effects of enlargement, two scenario studies are conducted using two different but complementary forecasting models of regional socio-economic development:

ESPON project titles	Methodological approach
ESPON project 1.1.4: The spatial effects of demographic trends and migration	The methodology is mainly a quantitative one. Demographic trends are investigated considering a variety of aspects including the age structure, the natural evolution, population ageing, dependency ratios, life expectancy, migratory balances by ages, mobility, international migration, characteristics of immigrants, asylum seekers, migrations of retired people and of highly qualified persons. Scenarios until 2050 were elaborated, concentrating on the phenomenon of ageing and on the related processes of 'labour shortage' and 'replacement migration' in Europe. Based on the resident population and on current specific fertility and mortality rates in each region, nine different scenarios were considered. For each, the migration flows required in order to achieve certain particular population targets were computed. Various typologies of regions were elaborated, both for the trends and for the outcomes of scenarios. Specific territorial aspects were investigated, in particular in relation to depopulation, urban sprawl, counter-urbanisation and to urbanised interaction zones.
ESPON project 2.1.1: Territorial impacts of EU transport and TEN policies	The approach is exclusively quantitative and based on three different models: – the SASI model is a recursive simulation model of socio-economic development of regions in Europe. – CGEurope is a multiregional spatial computable general equilibrium model, in which transport costs explicitly appear as firms' expenditures for transport and business travel. – the STIMA model (Spatial Telecommunications IMpact Assessment) assesses the impact of ICTs on both efficiency and equity, quantitatively measured by GDP growth and GDP distribution.
ESPON project 2.4.2: Integrated analysis of transnational and national territories based on ESPON results	The study is based on different methodologies adapted to the different types of analyses carried out: – Regional situation analysis of the ESPON Space (analysis based on a revised 'Regional Classification Analysis of Europe' comprising 37 indicators within eight thematic fields: economy, labour market, demography, environment, natural hazards, technological hazards, accessibility and spatial structure. – Analysis of spatial patterns on European level: estimation of future Objective1 regions (convergence objective), taking regional characteristics and available regional data into account (population, regional GDP). – Analysis of transnational cooperation fields and areas (Several approaches are pursued in order to identify those most suitable for the delimitation of possible cooperation areas). – Analysis on national level; pilot case-studies.
ESPON project 3.2: Spatial scenarios and orientations in relation to the ESDP and cohesion policy	The approach chosen for the elaboration of the long-term spatial scenarios combine quantitative and qualitative approaches. The project is carried out in three phases: Phase 1 consists of the elaboration of a typology of scenarios (roll forward from present to future; roll backward from future to present); Phase 2 consists of the elaboration of a series of prospective thematic scenarios Demography, Transport, Energy, Economy, Governance, Enlargement, Rural development, Climate change, Social-cultural issues Phase 3 consists of the elaboration of a limited number of integrated (cross-sectoral) scenarios: – A baseline scenario (trend evolution); – A prospective policy scenario 'competitive Europe through liberalisation' favouring global European competitiveness at the expense of cohesion; – A prospective policy scenario' socio-economically and territorially cohesive Europe' favouring cohesion at the expense of global competitiveness; – A pro-active roll-back scenario 'A globally competitive and cohesive Europe'.
ESPON project 3.3: Territorial dimension of the Lisbon/Gothenburg Strategy	The study relies on a variety of individual calculation methods. The methodological approach is based on a qualitative-quantitative conceptual theory, also using the results of other ESPON projects, to calculate the territorial capability, i.e. the capacity of the territory to produce value and to own competitiveness/rank in sustainability at different levels. The project presents a selection of representative sample of regions (case studies) for a more detailed study, supported on appropriate typologies of regions.

Annex XI: Overview on main findings of the different ESPON projects

ESPON project titles	Main findings
ESPON project 1.1.1: Potentials for polycentric development in Europe	In the past two decades, the level of polycentricity has declined in all European countries. The decline in polycentricity has been due to the faster growth in accessibility, economic activity and population of the larger metropolitan areas. The decline in polycentricity is likely to continue in the future. All transport policy scenarios examined in ESPON are likely to accelerate the decline in polycentricity. With respect to developments in the accession countries before and after the enlargement of the European Union, the following, still tentative, observations can be made: – The urban systems in the accession countries are, on average, still more polycentric than those of the old EU Member States. – The decline in polycentricity in the accession countries is faster than that in the old Member States and is likely to continue in the future. – With the exception of the transport pricing scenarios, all transport policy scenarios examined in ESPON are likely to accelerate the decline in polycentricity in the accession countries. To develop functionally important centres rather than large powerful centres become a strategic issue for counterbalancing dominant national or international core areas. A wide range of cities could significantly increase their demographic mass and thus also their position in the European urban hierarchy through polycentric integration. These cities are situated both inside and outside the Pentagon.
ESPON project 1.1.2: Urban-rural relations in Europe	– In most parts of Europe, the tendency seems to be the increasing size of *functional urban regions* or commuter catchments areas due not only to the improvements in physical infrastructure and accessibility but also depending on the possibilities offered by the developing communication technology. – In nearly all of the major urban regions that were covered by the case studies, the tendency has been towards *increasing spatial interconnectedness* of areas within those regions. The division between urban and rural functions is increasingly blurred. – The analysis of the development trajectories of urban regions indicates a tendency towards an *increasing wealth of the medium-sized towns*. The large metropolitan areas are no longer superior in their performance measured by population and employment figures. – The role of leisure time is of increasing significance in the restructuring of the economy. Access to *consumption* spaces is an important aspect in the perspective of urban-rural relations.

ESPON project titles	Main findings
ESPON project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention to discontinuities and barriers	– Main results from the TIR are the following: – The largest accessibilities are in the core area of the New Europe. – There are considerably less carry-overs from new activity in different countries into other countries than expected. – There is a tendency for the west to capture more activity than the east even when the east is favoured in terms of investment/subsidies in employment. – There is a general spreading of activity throughout the new Europe which is tantamount to a re-distribution from large to small countries and from peripheral to core, with the exception of Scandinavia and the Baltic States that appear somewhat of an exception, capturing activity from Poland and Germany. – The 'southbound' migration scenario benefits the west rather than the east. – Transport infrastructure improvements in the accession countries and between the accession countries and the old EU Member States contribute to bridging the economic gap between the old and new Member States. – Transport infrastructure projects that improve the transport corridors between the old and new Member States are more important than transport infrastructure projects within the accession countries. – Transport infrastructure improvements designed to reduce spatial disparities at the European level are likely to increase spatial disparities within the accession countries at large or within individual countries. – Except the transport pricing scenarios, all transport policy scenarios examined so far in ESPON are likely to accelerate the decline in polycentricity in the accession countries.
ESPON project 1.1.4: The spatial effects of demographic trends and migration	– Total fertility rate (TFR) have dropped dramatically during the last decades and are now below the reproduction level in every country in EU29 and in almost every NUTS2- and NUTS-3 region.Especially low TFRs are to be found in southern and eastern Europe. – Natural population decline is a fact in a lot of regions and migratory movements are the prime driver behind population changes. The age structure is important for the natural population development which means that this is not only dependent on the TFR development. – There are signs of a polycentric population development within the Pentagon, but of monocentric development in areas outside. Young persons migrate to large urban areas and persons in the upper middle age move to areas with pleasant surroundings and some economic revival. – Depopulation is a function of high out-migration that is reinforced by low fertility rates and a skewed age structure. Depopulation areas are often located in peripheral parts of the EU29. Expansive regions are dependent on a continuous inflow of people in the future – otherwise depopulation will be a fact. – Immigration from other parts of the world can, however, not provide a solution to the European population problem. The future need of extra-European immigrants will be relatively higher in the new Member States than in the old.
ESPON project 2.1.1: Territorial impacts of EU transport and TEN policies	Infrastructure policies have larger effects than pricing policies, and the magnitude of the effect is related to the number and size of projects. Significant positive economic effects for the new EU Member States can only be expected if the TINA projects linking the new Member States to the major centres of economic activity in western Europe are implemented. The effect of pricing scenarios depends on their direction: scenarios which make transport less expensive have a positive, scenarios which make transport more expensive, a negative economic effect. However, this result might need to be qualified if the subsidies or revenues associated with the policies were taken into account. Negative effects of pricing policies can be mitigated by their combination with network scenarios with positive economic effects, although the net effect depends on the magnitude of the two components.

ESPON project titles	Main findings
ESPON project 2.4.2: Integrated analysis of transnational and national territories based on ESPON results	At the stage of the SIR, no substantial results are yet available.
ESPON project 3.2: Spatial scenarios and orientations in relation to the ESDP and cohesion policy	At the stage of the SIR, only provisional results were available. The thematic scenarios identified key challenges for territorial development related for instance to: population ageing, immigration, socio-cultural integration, increasing energy prices and changing energy paradigm, further EU enlargements, accelerating globali sation.
ESPON project 3.3: Territorial dimension of the Lisbon/ Gothenburg Strategy	At the stage of the SIR, only preliminary results are available. Most important provisional findings concern the way how the outcomes of the various ESPON studies relate to the Lisbon/Gothenburg strategy. Main messages resulting from this examination are as follows: – The main work of the ESPON projects focuses on the comparative advantages of European regions, for instance in locating 'hotspots' and 'cold spots'. Projects also focus on the economic performance of regions and the level of employment in a region as well as where important development factors such as R&D, accessibility, ICT, nature and cultural assets are located. With regard to the fulfilment of the Lisbon objectives, this territorial perspective indicates that not all regions are potential 'Lisbon areas'. In other words, they cannot all rely on a knowledge-based economy given the limitations of personnel and infrastructure. Consequently, some regions need to develop their economic base around other assets as well. – The 'territorial roll-out' of the information society is not unproblematic and will depend on the establishment and acceptance of ICT infrastructure. Indeed, there are specific issues relating to the practicality of this in remote areas with low population density. Overall, the successful development of regions requires integrated packages of initiatives, and cooperation and coordination between sectors, policy areas at national and regional levels. In general though, enhancing European attractiveness would be supported if the European regions better exploited their diverse potentials.

Annex XII: Overview on policy recommendations formulated by the different ESPON projects

ESPON project titles	Policy recommendations
ESPON project 1.1.1: Potentials for polycentric development in Europe	– At the *micro level*, cities should be encouraged to cooperate and join forces, with the aim of improving their urban ranking in the national urban systems. One possibility here is to take the list of PIAs as a frame of reference for locally based considerations of the options for forming new inter-municipal cooperations. To enhance economic integration, urban policies should focus on the development of *linkages between cities*. It is also necessary to document concrete examples of the advantages as well as the bottlenecks of inter-city cooperation. Governance is a key issue when promoting collective action across administrative borders. The formation of strategic policy documents has shown itself to be a key instrument of inter-city governance and cooperation. The options for enhancing functional polycentricity at the regional level should be facilitated by structural fund regulations. – At the national and transnational *meso* level, polycentricity is about the balance within the urban system. The EU can influence national and regional policies directly in countries where large parts of the territory are eligible for structural support. This is particularly so for the cohesion countries, where investment in transport and environmental infrastructure may be co-funded by the Structural Funds. The EU can also contribute to a more polycentric national urban structure by agenda setting, i.e. by encouraging national spatial planning and regional policy agencies to elaborate spatial development strategies and to do so within trans-regional and transnational horizons. – At the *macro* level, the main issue is to stimulate the development of *zones of economic global integration* beyond the Pentagon. The study has documented the fact that cities in the periphery can gain in size through integration regionally. However, the preconditions for gaining strength through polycentric development are more likely to be present in the core than in the periphery. At the European level, polycentricity must build upon functional specialisation, not size.

ESPON project titles	Policy recommendations
ESPON project 1.1.2: Urban-rural relations in Europe	– The improvement of the quality of life in large cities and the rehabilitation of brownfields are certainly good strategies to limit – up to a certain extent – the out-migration of urban population towards rural areas. – There is an important task for new forms of public transportation. – It is advisable to concentrate most investments in infrastructure and facilities in small towns for reasons of territorial, social and economic efficiency. – The functional strengthening of small and medium-sized urban centres makes possible the development of networks based on functional complementarity between urban and rural areas. – Abandoned villages can be rehabilitated for the development of soft tourism and second homes. – In addition to the strengthening of the settlement pattern, indigenous economic activities have to be promoted and enhanced. – Strategies for improving sustainability, internal cohesion and stability of the regions concerned are to a large extent dependent upon the improvement of relations between urban and rural areas. – The protection and conservation of agricultural land and greenfield land in general in the densely populated parts of Europe in particular should be a high priority. – If the aim would be to appropriate the unearned profit of development for the community, the solution involves the foundation of municipal land banks. – With regard to urban-rural relations it is important to realise that development often seems to imply solely the urban point of departure while the rural interests are either considered irrelevant, or of minor importance, or sidestepped altogether. The rural aspects should be included as well.
ESPON project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention to discontinuities and barriers	– In a long term perspective, transport infrastructure investments in the new Member States and particularly between new and old Member States are of primary importance to increase competitiveness and cohesion in the EU as a whole. – Infrastructure developments should also strengthen the potential Transnational Region formed by the three small Baltic countries. – Polycentricity at the European level should increase by promotion of the network of major cities in the 'Triangle of Central Europe'. – GDP growth in major cities and city regions in the new Member States does not necessarily reduce unemployment or prevent social exclusion. This calls for intensified and focused urban policy programmes for more and better jobs in both capital and second tier cities.

ESPON project titles	Policy recommendations
ESPON project 1.1.3: Particular effects of enlargement of the EU and beyond on the polycentric spatial tissue with special attention to discontinuities and barriers (continuing)	– Promote the multiplier effects of R&D centres. In many of the enlargement countries universities and research centres operate in isolation from their immediate surrounding, although their findings, innovations and ideas have the potential to be implemented locally. – Large scale infrastructure improvements alone are not sufficient for significantly reducing the economic disparities between the old and new Member States; they have to be integrated with other policies of the European Union. Transport investment should not be concentrated only alongside international routes. Links connecting major centres between and inside new Member States are almost of the same importance. Corridors concentrating both internal and international traffic should be a priority investment.
ESPON project 1.1.4: The spatial effects of demographic trends and migration	– Both the EU regional development policy as well as national policies must prioritise an economic and social policy (family policy) in order to stimulate a rise in TFR. – Regarding migration, to achieve a sustainable development at a micro-perspective it is important to limit urban sprawl because of its environmental cost. At a macro-perspective it is important to limit east-west migrations. – To close the gap in living standard and income levels is of outmost importance in creating a polycentric development and then a more balanced development that stimulates the territorial cohesion both on meso- and macro level. – With respect to depopulation and sustainable development in a micro perspective a multifunctional perspective on primary sector policies combined with infrastructural and service related policies may seem appropriate to maintain a critical mass of population in these types of communities. – In a macro perspective the effects of EU agricultural and rural policies should emphasise the multifunctional perspective on these sectors in an integrated way – especially with regard to environmental concerns and the preservation of the cultural heritage related to depopulation areas of the often wide, remote and sparsely populated parts of Europe. Concerning replacement migration, policies shall be focused on selection of immigrants with the skills and competence needed within the countries of the EU29 area. An immigration policy based on a simple head counting will neither promote productivity nor competitiveness. – In order to promote social and territorial cohesion, immigration policies must promote immigration to peripheral regions. – The political goal of sustainable development will not be achieved if immigrants are free to settle down wherever they want in the EU29 area. The depopulation process in the periphery will continue without abruption.

ESPON project titles	Policy recommendations
ESPON project 2.1.1: Territorial impacts of EU transport and TEN policies	– The conflict between efficiency and equity should not be solved by revising the TEN and TINA plans such that the centres are favoured less. Instead, the poorer countries should receive compensating transfers such that they can develop their secondary networks and let their peripheries gain from the spread effects of more rapid growth in the centres. – There is a wide consensus, that pricing instruments are the most attractive way to deal with the problem of environmental externalities. This actually means an increase in transportation costs. The conflict with the goal of balanced spatial development appears, because this cost increase is most unfavourable for lagging regions, rural regions and peripheral regions, those which are in general less affluent than the centres. The main political recommendation is that pricing scenarios should not be abandoned in favour of spatial equality objectives. Instead, a policy worsening regional income disparities should be accompanied by transfers in favour of those regions suffering from losses. Such an instrument mix of pricing and compensation is the right way both to protect the environment in an efficient way, and to avoid undesired spatial imbalances. – An attractive feature of an ICT policy scenario such as the cohesion scenario is that it runs little or no risk of generating undesired environmental side effects. Hence, support of ICT resources and use in lagging regions is strongly recommended as an instrument to foster balanced growth in Europe.
ESPON project 2.4.2: Integrated analysis of transnational and national territories based on ESPON results	At the stage of the SIR, no policy recommendations have been formulated.
ESPON project 3.2: Spatial scenarios and orientations in relation to the ESDP and cohesion policy	At the stage of the SIR, significant policy recommendations were not yet elaborated.
ESPON project 3.3: Territorial dimension of the Lisbon/Gothenburg Strategy	At the stage of the SIR, significant policy recommendations were not yet elaborated.

Annex XIII: Partnership details of the 23 INTERREG IIIC projects addressing aspects related to strategic territorial development planning

Zone	Project	Total	Partners
East	AAP2020	29	**Austria (1):** Department of Environmental Affairs of the Government of Lower Austria. **Albania (1):** MUNICIPALITY OF SHKODER. **Finland (1):** UNION OF THE BALTIC CITIES - Commission on Environment. **Greece (2):** MUNICIPALITY OF CORFU, MUNICIPAL ENTERPRISE FOR PLANNING AND DEVELOPMENT OF PATRAS (A.D.E.P.), PATRAS ELLADA THESSALIA. **Italy (16):** COMUNE DI ANCONA, MUNICIPALITY OF BRINDISI, MUNICIPALITY OF VENEZIA, MARCHE REGION, MUNICIPALITY OF SAN BENEDETTO DEL TRONTO, MUNICIPALITY OF MOLFETTA, MUNICIPALITY OF PESCARA, PROVINCE OF RAVENNA, MUNICIPALITY OF CASARANO, TOWN OF TRICASE, TOWN OF ALESSANO, MUNICIPALITY OF RAVENNA, MUNICIPALITY OF MOGLIANO VENETO, MUNICIPALITY OF PESARO, PROVINCE OF BARI, MUNICIPALITY OF SENIGALLIA. **UK (1):** City and county of Bristol. **Republic of Croatia (2):** CITY OF RIJEKA, MUNICIPALITY OF SPLIT **Slovenia (1):** Municipality of KOPER. **Spain (3):** Technological Institute of the Canary Islands, Future Lloret, City council of Xativa. **Yugoslavia (1):** MUNICIPALITY OF BAR.
	EARD	12	**Germany (2):** InvestitionsBank des Landes Brandenburg, University of Applied Sciences Wildau. **Hungary (1):** Zala County Non-Profit Development Company. **Greece (1):** Municipality of Chrissoupolis. **Italy (5):** Finlombarda S.P.A. Milan, SEA - Airport Management Company LINATE (Milano), SAVE Spa Venice 'Marco Polo' airport Tessera – Venezia, Aeroporto FVG SpA - Trieste International Airport, Ronchi dei Legionari (Gorizia). **Netherlands (1):** Economic Development Department City of Amsterdam. **Spain (2):** City of Ballesteros de Calatrava, City of Aldea del Rey.
	INCORD	11	**Czech Republic (3):** Olomouc region, City of Ostrava, Regional Development Agency Ostrava. **Germany (4):** Bundesvereinigung der Landesentwicklungsgesellschaften (BVLEG), German Association for Housing, Urban and Spatial Development (DV), State Development Corporation Thueringen, EGS development company Schwerin. **Estonia (1):** City of Keila. **Poland (3):** Malopolska Agency for Regional Development S.A. (MARR), Starostwo Powiatowe, Zachodniopomorskie Voivodeship.
West	AWARE	10	**Belgium (2):** Province of East-Flanders, Province of West-Flanders. **Hungary (1):** Local Government of Hajdú-Bihar County. **Lithuania (1):** Taurage County Governor's Administration. **Netherlands (1):** Provincie Zeeland. **UK (2):** Kent County Council, Essex County Council. **Romania (2):** The inspectorate for Emergencies Situations 'Crisana' of Bihor County, Arad County Council - Arad County Inspectorate for Civil Protection. **Russia (1):** Administration of the City of Sovetsk Kaliningrad.

Zone	Project	Total	Partners
West	CoPraNet	21	**Denmark (1):** Storstroem County. **Germany (1):** Ministry of the Interior of the State of Schleswig-Holstein. **France (2):** FRENCH SHORES Merville-Franceville, University of the Littoral Dunkerque. **Greece (2):** Municipality of Samothraki, Mediterranean SOS Network Athens. **Ireland (1):** University College Cork. **Netherlands (5):** EUCC The Coastal Union, Municipality of Zandvoort, National Institute for Coastal and Marine Management, Foundation IHE – Delft, WL Delft Hydraulics. **Poland (1):** Stepnica Local Community. **Portugal (2):** Regional Development Coordination Commission for Central Portugal, IHRH Porto. **UK (3):** Sefton Metropolitan Borough Council, Down District Council, University of Aberdeen. **Spain (2):** Municipality of Calvia, Institute of Marine Sciences Canary Islands. **Sweden (1):** Coastal Management Research Centre Huddinge.
	ENLoCC	5	**Austria (1):** Carinthian Gouvernment, Department of Infrastructure (CR). **Germany (2):** Wirtschaftsförderung Region Stuttgart GmbH, KLOK Competence Centre Logistics Kornwestheim GmbH. **Italy (1):** Emilia Romagna Region. **Poland (1):** Institute of Logistics and Warehousing (ILIM) Poznan.
	ESIN	12	**Denmark (2):** The Association of Danish Small Islands Rudkobing, Danish Forest and Nature Agency Faaborg. **Finland (2):** Regional Council of South-West Finland, Pro Turunmaan Outermost Islands Registered Association Dalsbruk. **France (1):** Association of the Ponant Islands Auray. **Ireland (2):** Comhdhail Oileain na hEireann Inis Oirr, Arainn, Cuan na Gaillimhe, the Development Authority for the Gaeltacht. **UK (4):** Argyll and Bute Council, the Highland Council, North Ayrshire Council, Highlands and Islands Enterprise Inverness. **Sweden (1):** The National Association for the Swedish Archipeliogos.
	EWM	12	**Germany (1):** Waste Disposal Company Halle-Lochau. **Estonia (1):** Põlva City Government. **Hungary (1):** University of Debrecen Centre for Environmental Management and Policy. **Italy (1):** LAG Appennino Genovese GENOVA. **Netherlands (2):** Provincie Fryslân, Afvalsturing Friesland N.V. Leeuwarden. **Poland (1):** Mineral and Energy Economy Research Institute of the Polish Academy of Sciences Krakow. **UK (5):** South East England Regional Assembly Guildford, Adur District Council Lancing, Surrey County Council Kingston upon Thames, Environment Agency Worthing, Recycling Institute Edinburgh.
	FARLAND	10	**Belgium (1):** Flemish Land Agency Brussels. **Germany (2):** Kassel University Chair for Landscape Planning, Upper Land Consolidation Authority North-Rhine-Westphalia. **Hungary (1):** Research Institute for Soil Science and Agricultural Chemistry Budapest. **Lithuania (1):** Ministry of Agriculture of the Republic of Lithuania Vilnius. **Netherlands (2):** Dienst Landelijk Gebied, ALTERRA Wageningen UR. **Portugal (1):** Institute for Rural Development and Hydraulics Lisboa. **Spain (2):** Galician Rural Development Agency Santiago de Compostela, University of Santiago de Compostela.

Zone	Project	Total	Partners
West	FLAPP	39	**Austria (1):** Office of the Government of Upper Austria Dep. of regional planning. **Belgium (2):** Province of East Flanders Gent, Province of Flemish Brabant Leuven. **Czech Republic (1):** Euroregion Labe Usti nad Labem. **Germany (6):** Communal community 'Oberes Elbtal/Osterzgebirge'e.V. Pirna, Central Bureau for Flood Protection Cologne, Regional board Oder Spree Beeskow, Institute for environment and geology of Saxony, Aachen University of Technology, City of Grimma. **Estonia (2):** Wildlife Estonia Tartu, Vara Municipality Estonia Tartumaa. **Hungary (10):** Trans-Tisza Region Environmental and WaterDirectorate Debrecen, North Hungarian Environment and Water Authority Miskolc, Lower-Tisza District Environmental and Water Authority Szeged, Körös-Valley Environmental and Water Directorate Gyula, International Secretariat of the Carpathian Euroregion Nyiregyhaza, Department of Social Geography and Regional Development Planning Debrecen, North Transdanubian Environmental and Water Directorate Gyor, Municipality of IInd District of Budapest, Upper-Tisza Environmental and Water Directorate Nyiregyhaza, Municipality of the City of Budapest. **Greece (2):** Municipality of Feres Prefecture of Evros, National Technical university of Athens. **Lithuania (1):** Euroregion Nemunas-Niemen-Hemah Marijampole. **Netherlands (6):** Stichting Euregio Maas – Rijn, Roer and Overmaas Waterboard Sittard, Project organisation De Maaswerken Maastricht, Province of Limburg Maastricht, Province of Zeeland Middelburg, Foundation for applied water research Utrecht, DLG/ Service for land and water management Utrecht. **Portugal (1):** Welding and Quality Institute Porto. UK (1): Irish Central Border Area Network (ICBAN). **Romania (2):** Romanian part of the Carpathian Euroregion Maramures Romania, Maramures County Council. **Slovak Republic (1):** Slowakian partner of the Carpathian Euregion Kosice. **Spain (2):** Environmental Management Nurseries and Afforestation of Navarra, River Ebro Basin Organization Water Planning Office. **Yugoslavia (1):** Institute for development of water resources 'Jaroslav Cerni', Belgrade Serbia and Montenegro.
	GRIDS	7	**Belgium (1):** Ministry of the Flemish Community AROHM. **Ireland (1):** Department of the Environment and Local Government Republic of Ireland Dublin. **Latvia (3):** Latgale Regional Development Agency Daugavpils, Stockholm School of Economics in Riga, Riga City Council. **Lithuania (1):** Ministry of the Interior of the Republic of Lithuania Vilnius. **UK (1):** Cardiff University,
	Inter-METREX	30	**Cyprus (1):** Nicosia Municipality. **Denmark (1):** The Øresund Committee Valby. **Germany (1):** Stuttgart Region. **Finland (1):** The City of Helsinki. **Hungary (1):** Central Hungary Regional Development Agency Budapest. **Greece (2):** Organisation for Planning and Environmental Protection of Athens, Organisation for the Master Plan Implementation and Environmental Protection of Thessaloniki. **Italy (4):** Region of Emilia-Romagna, Province of Naples, Regione di Piemonte, Region of Venice. **Lithuania (2):** Municipal Enterprise Vilniaus Planas Vilnius, Vilnius City Municipal Government. **Malta (1):** Malta Environment and Planning Authority Valletta. **Poland (2):** Krakow Institute of Urban Development, Municipality of Szczecin. **Portugal (1):** PORTUGAL NORTE. **UK (5):** Glasgow and the Clyde Valley Structure Plan Joint Committee (GCVSPJC/RC), METREX - The Network of European Metropolitan Regions and Areas Glasgow, Greater London Authority, Liverpool City Council, South Coast Metropole Southampton. **Spain (6):** Government of Catalonia, Regional Government of Andalucia, City Council of Seville, City Council of Granada, Government of Pais-Vasco, Eurocity Basque Bayonnne-St Sebastain. Sweden (1): Stockholm County Council. **Switzerland (1):** Greater Zurich Regional Planning Association. **Belarus (1):** Minskgrado-Municipality of Minsk. **Bulgaria (1):** Stolichna obshtina - Obshtinsko Predpriyatie - Sofproect OGP Sofia.

Zone	Project	Total	Partners
West	PIMMS	8	**Austria (1):** City of Graz. **Germany (1):** traffiQ Frankfurt am Main Suburban Transport Company Frankfurt/Main. **Greece (1):** Municipality of Serres. **Italy (1):** Province of Treviso. **Portugal (1):** City Council of Almada. **Spain (1):** Terrassa City Council. **Sweden (1):** The County Administrative Board of Stockholm. **UK (1):** London Borough of Bromley Civic Centre,
	PSPE	10	**Belgium (2):** Flemish Land Agency Herentals, Support Center GIS-Flanders Brussels. **Netherlands (3):** Dienst Landelijk Gebied, Vrije Universiteit Amsterdam, Wageningen University and Research. **Poland (2):** Institute of Geography and Spatial Organization Polish Academy of Sciences Warszawa, Environmental Information Centre GRID-Warsaw. **Portugal (2):** New University of Lisbon, Faculty of Sciences and Technology, Municipality of Barreiro. **Spain (1):** SIGTE - University of Girona.
	RECORE	8	**Czech Republic (1):** Union of KARVINA District Municipalities-ACOM section. **France (1):** Mairie de RIEULAY. **Germany (1):** Science Park of GELSENKIRCHEN. **Poland (1):** Association of mining communities in Poland. **UK (1):** Barnsley Metropolitan Borough Council. **Spain (1):** Town Council of LENA. **Russia (1):** Assocaition of Mining Towns, MOSCOW. **Ukraine (1):** Association of Mining Towns of DONBASS DONETSK.
	SUL-FANET	22	**Germany (3):** Geological Survey of Lower Saxony, Municipal association for waste management West Saxony (ZAW), City of Emden. **Greece (1):** T.E.D.K. of Achaia county-western Greece (local union of municipalities) Patras. **Ireland (1):** Cork County Council (CorkCC). **Italy (5):** City of Asti, Local Marketing Turin and Piedmont (MKTP), GES.CO Environment Salerno (SA), Consortium for coordination of research activities concerning Venice Lagoon sy, Province of Verona - Department of Environment - Waste management department. **Lithuania (1):** Norhtown Technology Park (NTP) Vilnius. **Netherlands (2):** Provincie Noord-Brabant, Waste- and soilcare North Holland Haarlem. Poland (1): Marshal Office of the Wielkopolska region. Portugal (1): Energy and Environment Agency of Interior, Covilhå. **UK (3):** Belfast City Council, Oldham Metropolitan Borough Council, Wastes Management Services - West Sussex County Council. **Slovak Republic (1):** Forest Research Institute (FRI) ZVOLEN. **Spain (2):** Labein research foundation BILBAO, Training and Employment Municipal Centre of Marbella Council. **Sweden (1):** West Sweden GÖTEBURG SVERIGE VÄSTSVERIGE.
South	DEDEL SDEC	7	**Denmark (3):** Université de Roskilde, Province de Roskilde, Université Populaire de Roskilde. **Italy (2):** Province de Catania, Université de Catania. **Malta (1) :** Institut International pour l'Environnement de Malte. **Spain (1) :** Université de Barcelone.
	PROGRES-DEC	9	**Germany (1) :** Institut pour le Développement Régional et la Planification Structurelle de Brandenburg. **Greece (2):** Autorité Régionale de Ditiki Macedonia, Région de Macédoine Centrale. **Italy (3):** Région Lazio, Région Piemonte, Région Siciliana. **Netherlands (1):** Direction de l'Espace Rural Utrecht. **Spain (2) :** Département de l'Environnement et de l'Aménagement du Territoire de la Navarre, Ministère Régional de l'Environnement et de l'Aménagement du Territoire de Madrid.

Zone	Project	Total	Partners
South	POLY-METREX	17	**Bulgaria (1):** Municipalité de Sofia. **Finland (1):** Ville de Helsinki. **Germany (2):** Verband Region Stuttgart, Ville de Dresde. **Greece (2):** Organisme pour la Planification et la Protection Environnementale de Athènes, Organisme pour la Planification et la Protection Environnementale Thessalonique. **Italy (2):** Région Veneto, Région Emilia-Romagna. **Malta (1):** Environnement and Planning Agency. **Netherlands (1):** Service Municipal d'Urbanisme, Habitation et Circulation de Rotterdam. **Poland (2):** Municipalité de Szczecin, Institut pour le Développement Urbain de Cracovie. **UK (2):** Greater London Authority, Glasgow and the Clyde Valley Structure Plan Joint Committee. **Spain (3):** Gouvernement de Catalogne, Diputation Provinciale de Saragosse, Gouvernement Régional d'Andalousie. **Sweden (1):** Ville de Stockholm.
	RIVERLINKS	5	**Italy (1):** Mairie de Florence. **France (1) :** Communauté Urbaine de Bordeaux. **Germany (2):** Senator of Building and Envrionment Bremen, City of Dresden. **Estonia (1):** Pirita District Administration.
	CORONAS METRO-POLITANAS	4	**Greece (1):** Préfecture d'Athènes. **Germany (1):** Institut pour le Développement Régional et la Planification Structurelle de Brandenburg. **Italy (1):** Bic Lazio, Région Lazio. **Spain (1):** Consortium de la Zone Nord-Ouest de Madrid.
	Euro-mountains	12	**France (1) :** Conseil Régional Rhone Alpes. **Italy (3):** Province Autonome de Trento, Région Autonome de la Vallée D'Aoste, Institut Recherche sur l'Ecologie et l'Economie appliqués aux zones de montagne Milano. **Norway (4):** Conseil du Comté de Buskerud, Conseil de Comté de Sogn og Fjordane, Conseil du Comté de Oppland Lillehammer, Conseil du Comté de Telemark Skien. **Spain (2) :** Conseil départemental de Cordoba, Conseil départemental de Palencia. **Portugal (1):** Association de Développement de la Région de l'Alto Tamega Chaves. **UK (1):** Conseil des Highlands Inverness.
	MARE	3	**Italy (1):** Municipalité de Gênes. **Portugal (1):** Commission de Coordination et de Développement de la Région Lisbonne et Vallée du Tage. **Spain (1) :** Département des Infrastructures et du Transport de Valence.

ESPON
EUROPEAN SPATIAL PLANNING OBSERVATION NETWORK

info@espon.eu
www.espon.eu

ESPON Coordination Unit
Technoport Schlassgoart
66, rue de Luxembourg
L-4221 Esch-sur-Alzette Luxembourg

INTERACT Point Qualification & Transfer
Jernbanegade 22
DK-8800 Viborg
Denmark

INTERact
QUALIFICATION & TRANSFER

ip.qt@interact-eu.net
www.interact-eu.net