



Europe of the Metropolises

Rome, 26 October 2018

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Welcome

Welcome to the fourth edition of the Forum of European Metropolitan Authorities, which our city is pleased to host this year.

Environment, economy and mobility are the three themes that we have chosen for this international summit and that we want to make central not only in today's discussion but in the European debate on the future of our cities as well.

About 70% of the European population lives in urban areas. This totals around 360 million people. This extremely important and significant figure underscores how city government is now a priority on the European agenda.

Cities were the cradle where our civilisation was born. Think back to the Greek polis or Renaissance municipalities: the centre was the city! Today they are inevitably becoming central again considering what we have said so far, and they need become central again to the political and cultural debate on our continent. We are here because we strongly believe in Europe; there is no debate on this. In which Europe do we believe? I would say that we believe in the Europe of cities and of citizens!

Cities represent the bulwark against those who want our European community to disintegrate. I am speaking deliberately about community because Europe is above all a community of people, and we need to address people. Thanks to cities, communities, citizens and municipalities, Europe can regain the community focus that European citizens have been strongly calling for from the grassroots for a long time. We have to put our efforts in the suburbs and areas where citizens feel abandoned by the state, and not only suburbs in the sense of an area geographically far from the centre: in Italy we have suburbs in city centres because they are places where the state is missing.

National states have to make the tools needed to prevent tragic episodes due to degradation available to mayors, local administrators and the people. Local authorities are a link between national states and citizens. We experience the needs of our territories first-hand, and we know our residents' requests. For this reason, Europe has to invest in cities and urban metropolitan areas. This is the only way to bridge the gap that has inevitably been created over time and the diffidence that is emerging between European people and institutions.

Let us start from cities! We, mayors across the continent, have the opportunity to bring Europe closer to people and provide concrete answers. We want and have to play an increasingly important role as partners of the European institutions along many lines of action: from safety and security to environmental sustainability, sustainable mobility, social cohesion, reception and social policies.

Starting from a common groundwork, such as the Warsaw Declaration, we continue to work with the intention of having an even more significant and greater impact on cohesion policies for the 2021-2027 programming period.

Now is the right time to fine-tune a European-level development plan and define the content of the investments to be programmed. Let us start here to revive the Europe of citizens!

Virginia Raggi

Mayor of the Metropolitan City of Rome

Rome Declaration, October 26, 2018

Mayors, presidents and political representatives of European cities and metropolitan areas met in Rome on October 26, 2018 for the fourth edition of the EMA (European Metropolitan Authorities) Forum to continue the debate and work which was initiated in the previous editions and to take up again the conclusions reached in Warsaw to assert with determination a commitment to the following issues for the post-2020 period:

- Continuation of political programmes based on cohesion, maintaining the current level of investment in regard to the European Union's financial budget.
- Strengthening of cohesion policies in the urban and metropolitan scope.
- Being active partners in the projection, execution and achievement of results.

COHESION POLICY

The European metropolitan areas support the proposal from the European Commission on the continuation of the European Cohesion Policy in the post-2020 period, as stated in the Warsaw Declaration and in the meetings which took place with the European Commissioner for Regional Policy, the President of the European Committee of the Regions and European Parliament members in Brussels in 2017.

At the same time European metropolitan cities particularly regret the significant cuts in cohesion policy budget: 10 % in real terms, compared to the 2014-2020 period. The European Council and Commission have openly and repeatedly acknowledged the positive impact that cohesion policy has had in the past and its potential for the future. We recall that the promotion of economic, social and territorial cohesion is one of the Treaty objectives and that

the Seventh Report on cohesion demonstrates that cohesion policy is achieving this goal. Currently European Union is facing a multitude of crises and we believe that EU must continue with a strong cohesion policy where European, national, regional and local priorities meet and converge. We also believe that the cohesion budget is particularly important as it is one of the most visible European policies in the daily lives of our citizens.

The future cohesion policy for the post-2020 period should promote development strategies managed on a local level, mainly delegating finance-management tasks to local authorities.

Metropolitan areas should be identified as intermediate bodies and take part in the execution of the programmes using European funding (especially European Structural and Investment Funds).

On the basis of the structure proposed by the Commission for the 2021-2027 Programme, European metropolitan cities aspire to play a key role on the institutional discussion tables and take part in the decision-making process in the identification of future programmes.

On a national and regional level, metropolitan areas must be part of the steering committee which represents an important context in the field of the structural funds programme.

Currently, metropolitan cities do not participate in the consultation of the programmes and resources allocated to them. It is a structural problem which must be faced and resolved on a European and national level.

The cohesion policy is key to support the development of territorial balance and solidarity policies within the metropolitan areas.

FOR A MORE INCISIVE ROLE OF METROPOLITAN CITIES IN THE SCOPE OF POLITICAL INSTITUTIONS

European cities and regions are facing important problems which could be resolved if they were managed on a metropolitan level. Metropolitan competences such as those related to air quality, mobility and transport, urban planning, housing availability, reinforce public space for a better inclusion, migration management, unemployment and lack of competitiveness are just a few examples for which efficient solutions could be envisaged from the scope of the metropolitan area itself. At the same time, there is a need to strengthen the governance of metropolitan areas through national legislative reforms and the allocation of greater resources.

The European Cohesion Policy and other sectoral European policies should pay more attention to the territory's metropolitan scope. EMA member countries are committed to working together in order to bring this demand to the attention of the competent bodies.

A representation of Metropolitan authorities should be ensured in the European Committee of the Region (COR).

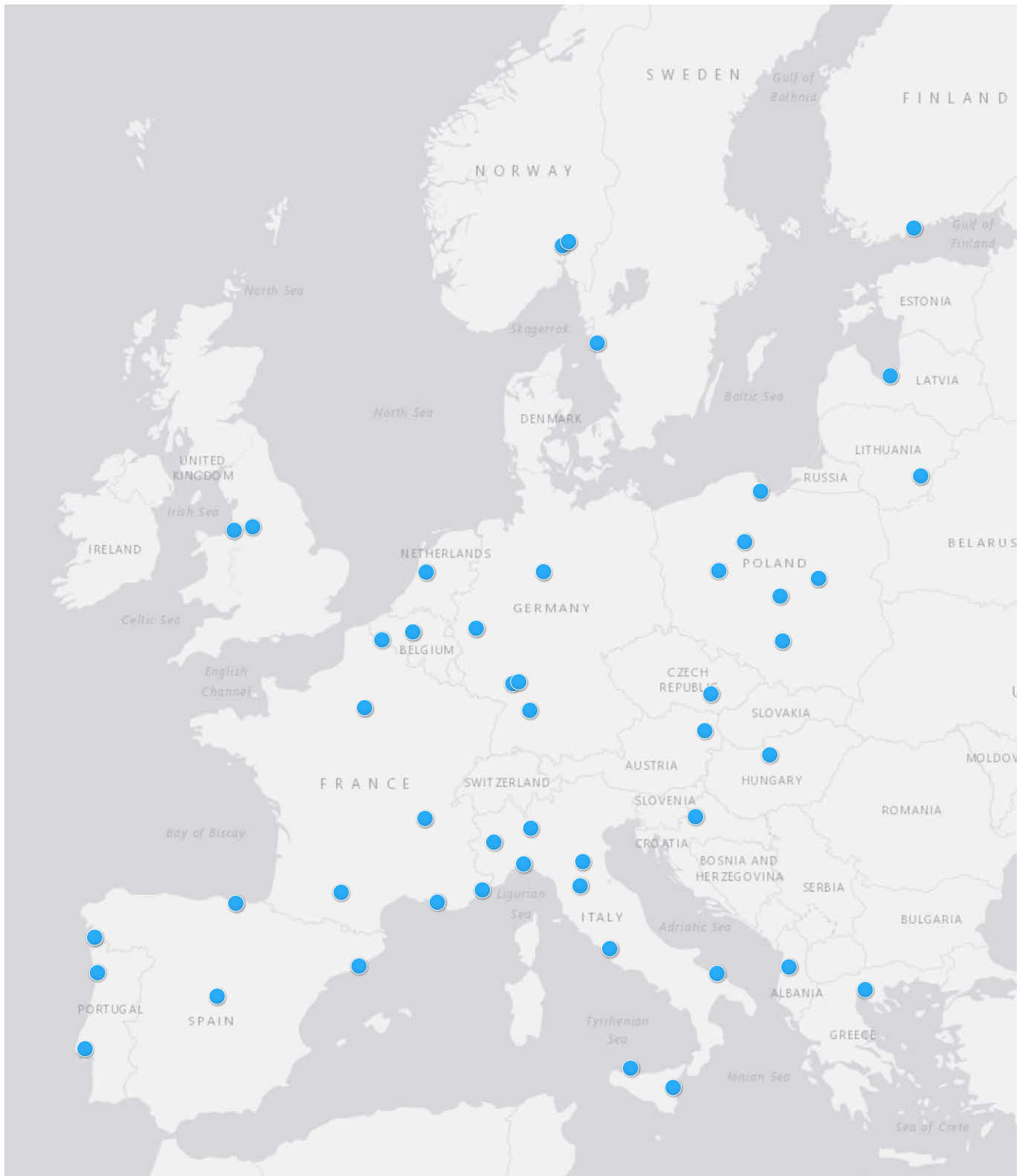
THE FUTURE OF EMA

After four constructive editions of EMA forums (Barcelona 2015, Turin 2016, Warsaw 2017, and Rome 2018) with the participation of mayors, presidents and political representatives from over 40 European metropolitan authorities and networks (Metropolis, Eurocities and Metrex), we should be proud of the work we have accomplished so far.

In addition to these political meetings, we have also carried out common projects, idea exchanges, comparative analyses, research conducted on a metropolitan level and bilateral relations which have benefited not just our institutions but also our citizens' quality of life.

We are committed to taking another step forward by analysing different measures which can be jointly developed on a voluntary basis and on a European scale (joint public procurements, common programmes in specific areas, technical exchanges, etc., also through collaboration with the other networks). The first result could be presented at the next EMA forum.

We agree to hold the next edition of the EMA Forum in Lyon in 2019.



EMA 2018 in numbers

- 188 Participants
- 16 Countries
- 27 Cities/Metropolis/Regions
- 24 Signatories of the Declaration

Participants

Metropolitan Areas of Akershus, Barcelona, Brno, Constanza, Grand Paris, GZM (Silesia), Helsinki-Uusimaa, Krakow, Lisbon, Lyon, Nice, Palermo, Porto, Rome, Turin, Venice, Vigo, ZMC (Cluj).

Cities of Amsterdam, Birmingham, Mannheim, Oslo, Riga, Thessaloniki, Tirana, Warsaw, Wien.

Institutions and networks: European Parliament, METREX, Metropolis.

KEYNOTE SPEECH

Do we have a two-speed Europe in urban and metropolitan policies?

Fabio Massimo Castaldo

Vice president of the European Parliament

This is a moment of vital importance for the future of our continent for two main reasons. Firstly, because the historic elections on the doorstep will show us truly opposing conceptions of the European Union for the first time. Secondly, because the next Multiannual Financial Framework that we are working on will specifically and accurately define the objectives that the Union is going to pursue over the next few years.

In the European Commission's proposal, the Multiannual Financial Framework should pursue five fundamental policies: security, defence, migratory pressure, climate change and digitisation.

At the moment, the United Kingdom is getting closer and closer to leaving the Union, and it is clear that the departure of a net contributor means a reduction in the Union's budget of 12-14 million euros per year. Therefore, our efforts over these months have all been aimed at understanding how to implement the new budget in light of this further criticality, and they must lead to an agreement with a balanced allocation of resources so that we can continue to talk of growth and development.

We cannot give up our traditional policies; indeed, we must dare to relaunch them without further increasing the Member States' contributions to the Union's budget. This is why, given the European Commission's proposal of increasing the resources compared to the 2014-2020 framework and an even more ambitious proposal from the European Parliament, we say that the time has come to start talking about the reform of the EU's own resource system.

A carbon tax should be one of the European Union's own resources to make EU policies more autonomous and allow for a transition towards renewable sources. Essentially, we cannot allow cohesion policies, an essential instrument in cohering territories and allowing harmonious growth of the Union, to be endangered in the next financial framework.

A major political clash is occurring in the European Union: some would like to increase the co-financing rates charged to regions, while others, like us, would like to make resources contingent on the acceptance of new

criteria on youth unemployment, climate change and the reception and integration of migrants. Finally, others would like even more resources for regions experiencing a more complex industrial transition. We need to relaunch the idea that only a courageous Europe will be able to meet the demands that our citizens have constantly been making over the past few decades. Great opportunities for participation lie ahead for metropolitan cities!

Two speeds are taking shape both by a greater distribution of resources to disadvantaged regions and by the different co-financing rates that will be proposed. Indeed, the European Commission and the European Parliament are willing to encourage development strategies managed at a local level to bring decision-making processes as close to citizens as possible: this is the correct application of the subsidiarity principle.

Greater involvement by local authorities should be the basis of the new programmes and funds, particularly the 2021-2027 urban development programme, where the European Regional Development Fund resources will be used in sustainable urban development investments, which should be one of the main tools for a new vision of a Europe of cities and local authorities. Through the European Urban Initiative, cooperation between cities and metropolitan cities will be possible on priority issues on the EU's urban agenda, such as social housing, air quality, urban poverty, energy transition and the inclusion of migrants. Development has to be participatory and must acknowledge the role of metropolitan cities in developing urban-level growth strategies and their ability to involve high local authorities, civil society and trade partners. It is a time of great challenges!

We believe that these considerations can help us achieve a Europe perceived as close to citizens and no longer indifferent to them, difficult to understand and unknowable, as many people see it, and a way to pursue and realise their dreams and priorities. We are committed pro-Europeans and believe in the need to reform the aspects of Europe that have not worked so far and to shift from the time of waiting to the time of courage if we want to make Europe real for the good of our territories and citizens.

Panel Discussion I

New Challenges for Metropolitan Areas. Environment

Issues to be addressed: air quality, the effects of climate change, energy savings and use of renewables, water management, etc.

Moderator: **Dario Tamburrano**, Member of the European Parliament

Hélder de Sousa Silva

Vice president of the Lisbon Metropolitan Council

There are 18 municipalities close to Lisbon, north of the Tagus River. The city spans an area of 3,000 km², 3.2% of the national territory, and it has 2.8 million inhabitants, over 25% of the total population of Portugal. Lisbon produces 37% of the internal GDP and accounts for 29% of national employment.

In 2018 we started developing a climate change adaptation plan which required an 18-month preparatory phase. The plan will be completed by the end of 2019, and 85% of the expected cost of 300,000 euros will be funded by the European Union Cohesion Funds.

We planned it three phases: in the first phase, which ran from last February till the end of July, the baseline scenario as well as the operative framework were outlined and all factors, including socioeconomic ones, were contextualised and evaluated. The second phase, which is currently underway, involves an analysis of the impacts of vulnerabilities, especially in the following nine areas: agriculture and forestry, biodiversity, economics, energy, water resources, human health, safety and security of people and goods, transport and communications and, of course, the ocean, since the

Atlantic is very close to the Lisbon Metropolitan Area. The third phase, which is going to start in January 2019, will identify specific measures in each of the nine strategic sectors for the Lisbon Metropolitan Area. This is an especially important phase because it will be included in the urban planning.

I would like to share with you the three main factors that we included in the plan: first, its scientific underpinning, since collaboration with national and international experts as well as with Portuguese universities is very important for us, especially in terms of climate change. Secondly, we adopted a bottom-up approach, since we want to work closely with the 18 municipalities and stakeholders in the Metropolitan Area. So far, we have organised 40 workshops to explain and implement the plan: 16 with the stakeholders, 6 with universities and experts, and 18 local workshops in each of the municipalities. The last important factor is communication, to which politicians at the local, metropolitan and national level are strongly committed. Lastly, we highlighted the use of the European Union Cohesion Fund in our communications.

Anna Merlin

Delegated Councillor for Institutional Affairs, Institutional Communication, European and International Relations and Projects of the Metropolitan City of Turin

The Metropolitan City of Turin is one of the largest metropolitan cities in Europe and includes the territories of 316 municipalities in an area larger than some Italian regions. The territory is 60 % mountains and 40 % plains, so we have extremely remarkable differences among the communities.

A great deal of importance is given to national policies, but since most activities occur in urban and suburban areas, I believe that local and international strategies need to be integrated. We cannot act alone! We have to operate through national, European and international networks to manage risks and seize the opportunities that they can offer us. Therefore, the political debate must have this connotation, as well as implications and repercussions at a national level.

In recent years, we have had major climate changes and significant alterations in ecosystems. We need a local governance model that includes sustainable solutions, and we can no longer carry on with our daily waste disposal habits. We need a circular economy as well as training and information, and we are heavily focussed on training young people in schools about the green economy.

We are the leader of the European Interreg ALCOTRA project APP VER (editor's note: Italian acronym for Learn to Produce Green) that was recently awarded as the best project by the Italian Forum on Innovation in Public Administration.

We also joined a voluntary European programme, the CLIM'FOOT project, to measure greenhouse gas emissions. We asked our younger citizens in schools to collect information and produce data, and they highlighted that transport affects 70 % of emissions and pollution.

We and the Region of Piedmont promoted collaboration with the Regional School Office and the Superintendent of Fine Arts and Landscape of the city of Turin for the first edition of the 2016 Green Education Incubator award.

We have an ecological public procurement project that implements green public procurement within our organisation and in our territories and municipalities.

We also hold the institutional power to monitor air pollution levels, so we have major responsibilities. For this reason, we created, chaired and coordinated an air quality board comprised of the Municipality of Turin and the 12 neighbouring municipalities where the impact of pollution is the highest, so important changes are required. We have signed an agreement that will stop the most polluting vehicles seven days a week from 8:00 to 18:00 starting 1 November of this year. The other vehicles will progressively be stopped according to the green, yellow and red on a figurative traffic light whenever there is an excessive presence of fine particles.

We have cross-border car-pooling projects such as Co&Go, funded through European sustainable mobility programmes in the Italian-French area.

Turin is the only Italian metropolitan city that borders with another state: France. For this reason, it is easier for us to implement projects with French organisations: we have cycle paths aimed at promoting our very important cultural, natural and historical heritage.

Our Mobilitiamoci (editor's note: Mobilise Ourselves in Italian) project offers employees of the Metropolitan City of Turin the opportunity to benefit from a 30 % discount on the annual public transport pass.

We have recently included in our single planning document a study for a widespread and sustainable waste disposal model as opposed to the current incineration system.

Issues related to water matter the most to me: the increase in drought and desertification entails the loss of soil fertility and a demand for a greater resource consumption.

In the coming years, the obsolescence of our water supply network will have negative consequences on both the provision of drinking water, which is increasingly scarce in nature, and water for agricultural uses. Therefore, it will have negative consequences on the rural development of our territories. We need a proper plan to modernise our water supply networks, but we cannot do it ourselves: we need help at a government level! Just to give you an example, the company in charge of managing public water in the Metropolitan Area of Turin wastes nine million cubic metres of water per year: this is not admissible today! We must give voice to the 2011 referendum in which 27 million Italians stated that water and water networks must be

public and should not be supplied for profit: all profits must be reinvested in hydrogeological instability and in our structures. It is essential for water to remain a primary good, not a profit-maker!

We recently had a reform that has severely affected the budgets of the Italian provinces and metropolitan areas. It further stipulated that the mayor of the provincial capital is also the metropolitan mayor. Nevertheless, this role involves work that cannot be done by a single person in two such important jurisdictions, so we are in favour of reconsidering the reform to really strengthen metropolitan areas, which provide municipalities with invaluable support.



Ossi Savolainen*Mayor of Helsinki-Uusimaa Regional Council*

Helsinki-Uusimaa is the Capital City Region and includes 26 municipalities. It occupies only 3 % of Finland's total area but accounts for 40 % of Finland's GDP and is home to one-third of the Finnish population.

Climate change is the main risk for our cities and the future of humanity because it endangers our economy and our planet's resources. Cities have to strive to implement climate change adaptation policies because it is a global challenge that requires local approaches.

Cities are suffering from the effects of climate change, and this should be considered by European Union policies. In the City of Helsinki and the Metropolitan Region, we defined very realistic targets to reduce carbon dioxide emissions by more than 20 % by 2035 that are being implemented on a city level, not just a national one.

We have an action plan providing for the implementation of 143 actions on the production of renewable energy and the promotion of low environmental impact policies, more intelligent soil use, and smart and low-carbon technologies by 2025.

The City of Helsinki and the Metropolitan Area have invested resources to pursue the reduction of greenhouse gas and CO2 emissions because renewable and green energies not only help the environment but also help companies to create a circular economy.

The case of Helsinki was reported as an example of best practices, and several articles were published on emissions reductions. It is an excellent example of enterprise-driven initiatives that could play an active role in addressing climate change-related problems.

We created a foundation to make the metropolitan area of Helsinki a smart green city by 2021, through climate mitigation policies as well. We are going to launch 20-30 projects that will have a significant impact on the city and will be supported by private initiative as well. The foundation of these projects is a co-creation process with stakeholders from municipalities, universities, private enterprises and the government to tackle the challenge of climate change and adopt realistic air pollution reduction targets. After all, saving the planet is a worthy choice from an economic point of view as well.

Patrick Ollier*President of the Métropole du Grand Paris*

Grand Paris was created by law 30 months ago and represents 7.2 million citizens and 131 municipalities around Paris. The mayor of Paris — Ms Anne Hidalgo — formed a government that included forces on both the right and left to create the first cosmopolitan metropolis representing Grand Paris.

Metropolises are the most appropriate places to implement useful policies for citizens because states very often default and do not always have the proper expertise. I believe that if metropolises have the proper expertise, they can do essential work in improving citizens' conditions.

The Métropole of Grand Paris has approved an energy and climate plan, an extremely important document encompassing all the measures that we are going to adopt in the next decade to improve the fight against pollution, the energy transition, as well as everything related to sustainable development within the framework of sustainable mobility. As part of this plan, we have decided to create a low-emissions area because public health is considered the main problem, as pollution causes 6,000 deaths a year in the Metropolitan Area of Paris.

This low-emissions area, delimited by the motorway ring road surrounding Paris and including 5 out of our 7.5 million inhabitants, is our top priority: our goal is to ban the circulation of highly polluting vehicles in the testing area. We voted to create it one month ago, and it is entering into force next year through a sticker system. Stickers with numbers corresponding to air pollutant emission categories will be attached to vehicles: next year we are going to ban the circulation in the area of 5,000 buses and 17,000 lorries/vans marked by the number 5. The following year we want to take it a step further until no polluting vehicles will be allowed to circulate in the area in 2024.

Such an initiative had never been carried out in France before, and it is a counter-productive initiative from an

election's standpoint. There are municipal elections in 2020 and these measures, which are forcing drivers to switch their vehicles, are somewhat unpopular, but I believe that we must have the courage to face these difficulties considering the 6,000 deaths a year that we have. We are also implementing a digital information platform and providing subsidies to switch vehicles so that the combined state and metropolitan aid will make around 13,000 euros (up to 18,000 in some cases) available per person to purchase a new vehicle. I believe this is a significant effort to make citizens understand that we have to commit ourselves.

We are pursuing a smarter urban way of building. We launched an urban planning tender, and 80 projects have already been approved for an amount of 7.5 billion euros by private funds. Specifications involve the energy transition and the adoption of innovative solutions to counter pollution thanks to interesting ideas by start-ups that we have brought into the projects. Construction permits are going to be signed in a few months, and about 5 million square metres in 80 cities will be built in the next seven years. We have also launched a programme to counter noise emissions and noise pollution.

A metropolitan city cannot exist apart from the individual municipalities and cannot be effective if the municipal mayors do not agree on the actions to be implemented in a concerted way. We use European funds and are grateful to Europe for its contribution. Europe is claiming that France is not putting enough effort into the fight against climate change and pollution, so the Métropole of Grand Paris and other 15 French Metropolises have signed an agreement with some government ministers to undertake these actions at a metropolitan level. It would be great if we could do the same at a European level, and perhaps this conference will allow us to agree on our actions and a common programme for the European metropolises, because we all have the same problems and must be able to bring the same solutions by pooling our efforts.

Panel Discussion II

New Challenges for Metropolitan Areas. Sustainable mobility

Issues to be addressed: innovation of services, participatory planning, mobility plans, reducing the use of private cars, public transport, intermodality, sustainable modes of transport, etc.

Moderator: **Henk Bouwman**, *Secretary General of Metrex*

Margarida Belém

Vice-president of the Metropolitan Area of Porto

The Metropolitan Area of Porto spans an area of 2,000 square kilometres and includes 17 municipalities. We have 17 universities and 76,000 non-resident students living in this area.

We have adopted measures to improve urban road and rail transport services and reduce transport costs. Just to give an example of how urgent the change is, in 2017, 75% of the traffic was heavy vehicles, only 9% was buses and 3% was railways and metros.

For this reason, we must transition very quickly from private to public transport and to soft mobility, raise the number of passengers using public transport, extend the public transport network and increase the number of vehicles. We are a very large metropolitan area, so we have to leave cars outside the city centre and step up the number of bus rides.

We are focussing on service quality as well. The bus fleet has to be modernised and buses made more comfortable: we need to renew the image of public transport to make this strategy successful. This will contribute to a lower

environmental impact because new vehicles will create lower greenhouse gas and CO₂ emissions.

For the past four months we have been carrying out an initiative called ENDA, which allows people to pay for public transport tickets through a smartphone. We have student-oriented services whose tuition fees will also include a public transport pass, and we are about to implement a system that will allow the public to pay for different kinds of transport with a single device.

Two new underground lines will carry over 33,000 passengers a day, and we have an investment plan on the urban railway line as well. This is new to us because, so far, the railroad has not been used extensively within the urban area, and we are now thinking of it as a priority for connecting the road to the rail network.

The single-price public transport pass for the whole metropolitan area includes bus, underground and railway transport. It is free for children under 12 and the elderly, and the total cost for each household is never higher than the cost of two passes.

Omar Al-Rawi

Member of the Regional Parliament and Member of the City Council of Wien

Vienna tops cities for quality of life and was one of the most liveable cities in Europe when it became a metropolitan city. Around 130,000 new arrivals per year pose the constant challenge of maintaining a high quality of life. Our plan is to develop the links to implement our environmental measures.

Many policies impact the environment, such as mobility management, settlement and construction criteria, social issues and the use of renewable energy sources. Many actions have already been implemented, such as green public procurement: it is just an example of a small measure that can lead to huge results. Other examples include reducing the use of paper and buying local and organic food for schools and kindergartens.

We are trying to ensure that 61 % of our buildings and social housing estates in the city of Vienna or just outside it are supplied with environmentally friendly energy. We use the water flowing from the mountains to the city to generate energy at no cost with small hydroelectric plants, as we are only 250 km away from the Alps.

Since wastewater treatment is very expensive and requires a lot of energy, and considering the quantity of water to be treated and its contamination level, we use 11 % of it to produce energy and pollution-prevention devices.

We also decided to change our policy on disposable plastic bottles and provided people with reusable bottles, which allows them to consume healthy mountain water, in addition to having a positive impact on costs.

Our strategy is to avoid waste, to recycle and to try not to incinerate most of the waste. Of course, we use filters in incineration facilities to prevent smoke from entering the atmosphere.

Most families in Vienna need a district heating system, and if we want to improve the cooling system as well, we need new generation devices.

These are smart strategies that men, women and citizens of all social backgrounds can afford and use. I believe that it is very important for everyone to have access to environmental policies.

Our buildings need to conform to standards to keep a constant temperature because we have harsh winters and very hot summers. We have also tried to green our building façades and provide our citizens with illustrative booklets so that they can learn about environmental policies.

We have built a drainage system consisting in a canal which carries water to one of the greenest areas in the city and protects us from flooding. You might be surprised to know that Vienna has one of the longest city waterfronts in Europe, so we have several kilometres of beach where we can let the water flow.

As for traffic, we have tried to implement policies to reduce the use of private vehicles by 40 %. We have created a public transport card, which costs 165 euros per year, to encourage people to use public transport and walk in pedestrian areas.

Anette Solli*Mayor of the Akershus County Council*

Akershus County is in a lush area and borders two other counties. We are in one of the most competitive regions and try to find inclusive solutions that take other regions into consideration, as well as to work for a broader purpose from both a practical and a geographical standpoint. Therefore, mobility and measures to achieve a low-carbon society need to be linked to our urbanisation plan. We are also trying to work with low-carbon companies. There is undoubtedly a feeling of urgency in having to deal with these issues, which leads us to adopt policies close to citizens.

Our railway system allows us to encourage citizens to use public transport. Since the plan was developed in 1990, we have included an improvement of the railway and road network and finally adopted restrictive measures on polluting emissions. Our finances can be more or less predictable, but for long-term investments we have to take national and local political consensuses into account.

In general, we try to improve traffic and air quality, while introducing tolls on some roads. The main investments concern the underground lines (e.g., in the municipality of Bærum) and the main roads connecting our counties and regions to the City of Oslo.

We are even trying to plan the construction of a new infrastructure to allow a rather large underground to circulate. Another very important tool for sustainable mobility is regional transport. The goal is to reduce traffic at a regional level and facilitate access to public transport in general. This will help improve the quality of urban life, especially in the major cities.

Last June we adopted a Regional Energy and Climate Plan, and we have rather ambitious emission reduction

targets. We are trying to adopt policies to reach the Paris Agreement targets of reducing emissions by at least 30 % by 2030. Our goal is to reduce greenhouse gas emissions by 56 % and carbon dioxide emissions by 50 % in the same timeframe, even if it will be difficult.

We clearly need to transform mobility, such as by introducing electric or solar-powered cars and vehicles. The municipality of Akershus is trying to support the transition towards vehicles powered by green and sustainable energy, as well as building infrastructure for the hydroelectric energy supply. We have also tried to define emission standards in the areas of Oslo and Akershus to be applied in a transitional 4-year period and to increase the number of electric cars. By next year, we are also going to sign an agreement to implement a tax benefit policy for environmentally friendly vehicles by 2025.

There is a close link between environmental policies and regional intervention areas which can also provide opportunities in terms of technological development, as there is an international community involved in green energy production.

We also try to support the development of new green companies that produce vehicles with low environmental impact, and I believe it is a great opportunity. Our ambition is to achieve zero-emissions public transport, and this means that no minibuses, buses and shuttles will emit gas, or at least they will not be based on carbon emissions.

Anyway, rail will remain the most important transport mode in the future, and we want to continue maintaining high service standards and providing different train speeds, in addition to being environmentally friendly.

Waseem Zaffar

Responsible for Transport and Environment at the Birmingham City Council

I believe that the crucial issue lies in an integrated approach between regions and central governments, not only in terms of policies but also in terms of joint work. I also believe that we should try to involve citizens and adopt policies to make them feel close to the institutions.

Whatever the outcome of the Brexit negotiations, it is important to continue sharing the common challenges facing metropolitan areas and finding common solutions. We do not want to take steps backwards but to proceed to build ever stronger relations and learn from each other.

Birmingham is the second largest city in the United Kingdom, with a population of 1.1 million, which is likely to keep growing until 2050. It is the city where the Industrial Revolution began, and its culture is essentially based on industry.

In 2022 we are hosting the Commonwealth Games, an initiative that we are very excited about because it offers our city major growth opportunities.

In 2026 a high-speed rail network will connect the country, and this means that distances will be much shorter in terms of time, so, for example, we will be able to get to London, Gatwick or Heathrow in an hour.

Birmingham suffers from a lack of investment in transport infrastructure because the central government has preferred to focus on London rather than other cities. As a result, we have suffered a lot in terms of investment opportunities.

Sixty percent of city trips are by car, and more than 250,000 of them are less than 1 mile. This has clearly had a negative impact on air quality over the past 6 months. So far, my role has been to report that certain pollution levels are outlawed, but I hope to be able to address the issue and reduce levels.

To address the challenges of reducing car use; improving public transport, infrastructures and available services;

and considering that we are a growing city, I presented a sustainable mobility plan.

The last five years have also shown the growth of companies that have settled in our metropolitan area, and this is one of the main reasons behind the need for a high-speed rail network to connect Birmingham to the north and the south of the country, as it once was.

We aim to redistribute densely populated areas because it is very difficult to create new housing considering the limited space available. We would also like to reverse the trend of giving priority to streets to prevent people from having to massively use private cars. We do not have an underground network and would like to improve mobility using the spaces currently used by private cars. We have tried to improve bike mobility as well by integrating a more sustainable system of cycle paths and creating preferential bike lanes. We have definitely made a lot of progress over the last 30-40 years, but we still have to continue working in this direction.

Sixty years ago, we dismantled the Birmingham tramway network, and it was a mistake. One of the main items on our agenda is to restore this travel mode, particularly in the city centre. Unlike London, we have very limited powers of intervention in our city, and 93-95 % of our buses do not have the same ticket validity check as London buses have. This often discourages people from using public transport, especially if we consider the ticket cost.

We have about 6,000 taxis, 5,000 minicabs and 6,000 black cabs, the classic London black taxis, and we have adopted a new licensing policy to try to reduce emissions. We have worked hard to make renewable energy available, and hydrogen refuelling stations will presumably be built around Birmingham.

We definitely cannot compete with many European cities and certainly have a lot of work to make up, but we will try!

Maciej Fijałkowski

*Director of the EU Funds and Development Policy
Department of the City of Warsaw*

We are one of the two largest metropolitan areas in the country, with around 3 million inhabitants. To understand what is happening and likely to happen, we need to go back to the previous decade and what happened in the city in 2005. We had and still have one of the largest bus transport networks in the country, along with 700 trams and a single underground line that is not yet finished.

At that time, we did not yet have an urban rail transport system, and parts of the city were completely excluded from rail transport. There was not even a cycle network that could be defined as such due to different problems depending on the areas of the city.

Social behaviour was a problem as well. The fashionable transport mode was private car because it was considered a sign of wealth, so people used to switch to cars when they could afford one: it was a very popular and desirable way of life!

The Mayor elected at the beginning of the last decade promised to improve the public transport network, and he was able to increase it to the current levels: we have the same total number of buses and trams as before but a different transport infrastructure and vehicles that are no more than 10-12 years old. We have a single ticket for all public transport in the metropolitan area and an integrated railway system that covers about 10% of all journeys. We have one of the highest public transport travel rates, and it is used by about 60% of travellers. A second underground line is almost completed.

Until the end of the last decade, we did not have any motorways, interchanges or ring roads, so all traffic passed through the city centre. Now the interchange and the ring road are almost completed, and this helps to reach the motorway network from the city, thus shifting traffic from the centre to the suburbs.

However, the most important issue is perhaps the change in people's behaviour: nowadays, having and using a private car is no longer fashionable, and most Warsaw residents have switched to public transport. Unfortunately, people living in the larger metropolitan area do not use it and prefer using the motorway to get to Warsaw.

Another very important issue is that until a few years ago cycle paths practically did not exist, and there was no bicycle mobility system. Only a few people used to go biking, mainly for recreational purposes. Now that bikes are becoming widely used, we are starting to build cycle paths: we started 4 years ago and now have about 400 km of bicycle routes; about 7% of trips are on bike, so there is a significant increase.

We are investing heavily in building an affordable public transport infrastructure. This greatly encourages people to switch from private vehicles to public transport and helps us fight the bad air quality in Warsaw.

Things have finally changed!

Panel Discussion III

New Challenges for Metropolitan Areas. Global Economy and Social Policies

Issues to be addressed: innovation, industry 4.0, Smart Cities, circular economy, housing, security, migration, social cohesion, etc.

Moderator: **Octavi De La Varga**, *Secretary General of Metropolis*

Virginia Raggi

Mayor of the Metropolitan City of Rome

Rome has the distinctive trait of being founded more than 2,000 years ago and still being a living city: it strives to be not only an open-air museum but a changemaker in society! Nowadays we are facing an epochal change affecting all cities: this means that we need to move forward, and technology can and must help us.

The changes lying ahead are so great and important, they affect our lifestyle and our way of acting and thinking so deeply that they cannot be determined at the highest levels of the administration: we need to work with citizens! We have started a very extensive work of participatory democracy in the city of Rome because we aim to work closely with local communities and have closer relations with citizens who can suggest where to focus, what the areas of intervention should be and how to react to critical issues.

This is more difficult to achieve in the metropolitan area because having 121 municipalities with different political backgrounds often prevents us from agreeing on issues related to direct democracy. In fact, participatory democracy is an objective of our government programme in Capital Rome, but it is not in the programme of all the mayors in the metropolitan area, so the road will be longer.

The first example of participatory democracy is represented by the Sustainable Urban Mobility Plan that Rome is going to adopt to achieve the mobility of the future in small steps. The survey on our website had about 22,000 logins, and we selected 10 proposals working towards creating a more extensive underground line and a network of cycle paths and lanes and

completing the tram networks. We obviously had a very clear direction in mind, but it is important that cultural changes are shared with citizens.

Another example of shared planning consisted in assigning the significant amount of 17 million euros from an urban development project dating back over time to a Roman neighbourhood. It was an unpopular project that could not be stopped due to many contractual ties and, in compensation, it was decided that the companies would have to fund the local community, which was the responsible of deciding a series of important activities to be carried out, such as modernising parks, villas, schools and functional and artistic lighting in some areas.

We have to follow the direction of extending the participatory method to the other municipalities, and this can be made easier through the metropolitan city, which can help citizens to find ways of participating, as well as facilitating some activities, especially in smaller communities.

In my opinion, metropolitan cities pay for the fact that they have not yet learned to work as a single entity but are still the sum of many municipalities. While the city government has in mind that they have to govern and manage a well-defined territory, even if most of the time it is made up of people from different political backgrounds, the metropolitan city government is still made up of mayors who think about their communities before the wider area. So, the cultural change that we need to make, at least in Rome, is to start thinking of the metropolitan city as something more than the sum



of the cities that comprise it. The important challenge is to be able to understand the aspects that join us and make us similar, thereby building awareness of the metropolitan city.

We are in a transitional era: the reform of Italian metropolitan cities started in around 2010. The metropolitan city of Rome was created in 2014-2015, and its implementation is not yet complete because according to national law, the regions had to determine the competences of the metropolitan cities, and not all have done so. In addition, we have many metropolitan cities with different competencies because each region regulates them differently. Lastly, funding is still very low, and part of our workforce has been relocated to the regions, so we have organisational problems that affect our activities as well.

In this transitional era, which is also an operational transition for metropolitan cities, we have focused on

creating a sort of common services hub. We recently submitted a governmental call for the recategorisation of impoverished suburbs and submitted many projects by the municipalities in our metropolitan area. We received many projects from our municipalities, and this means that there is a great deal of attention and a great need for consideration on their part. Should there be any new calls, we will submit it again because the Metropolitan City of Rome is capable of collecting local requests and forwarding them to the national government to bridge the gap between territories from an urban and social standpoint, as well as from the perspective of environmental sustainability and sustainable mobility.

Another issue we are working on at a metropolitan city level is the production cycle and waste management. A linear production chain creates goods that automatically become waste. If we want to frame the concept more extremely, our companies create waste because

they create products that become waste. What is the problem with this endless production in a world of finite resources? This way of thinking and this conception of production are definitely unsustainable!

They are so unsustainable that Earth Overshoot Day – the day when humanity’s resource consumption for the year exceeds the Earth’s capacity to regenerate those resources – is coming sooner and sooner. This year it was on 2 August, and this means that last 2 August we depleted all the resources that the Earth can produce this year. This also means that we are self-destructing, and this makes us understand how much the issue of waste management is essential to living sustainably on a planet that is our only home! We are participating in the European project UrbanWINS, funded by the Horizon2020 Programme for Research and Innovation, to increase our waste management skills and reuse programmes. So, the circular economy is becoming an important issue where the Metropolitan City of Rome wants to support the municipalities.

Moreover, the Metropolitan City of Rome facilitates financial exchanges between citizens and the public

administration through an online payment platform, because small municipalities that have joined it do not have the resources needed to develop their own.

We also are a central purchasing body for the tenders of the small municipalities, which would not have the skills needed to deal with very complex regulations.

We also intend to work on European funds because despite our institutional competencies, we have suffered from a cut in funds and have very few resources: on the one hand, this increases creativity but, on the other it puts us in an objectively difficult position. For this reason, we would like to make the metropolitan city a managing authority of European funds in its territory, putting it on the same level as the Italian regions that manage the operational programmes of the European funds.

Essentially, the Metropolitan City of Rome is facing the challenges of globalisation by thinking globally and acting locally. We are becoming a support hub for smaller entities that could not deal with a transitional era as important as the one that we are experiencing today on their own.

Carles Ruiz Novella*Mayor of Viladecans (Barcelona Metropolitan Area)*

Our metropolitan area has 36 municipalities, and this shows the diversity that we have to deal with. This diversity is also our strength because it allows us to deal with all the difficulties that we are facing, which could hardly be dealt with individually, so we need to cooperate with each other. For the first time in history, humanity is facing a threefold change.

The first is a technological and productive change. Historically, lifestyle changes have followed changes in production. We are now witnessing a simultaneous technological, productive and lifestyle change caused by global warming and the need for an energy transition, and this requires a change to evolve as a community.

It is clear that a small municipality or a single metropolitan area cannot solve these issues on their own, so major difficulties arise. Being able to share our ideas and thoughts with the other municipalities in the metropolitan area makes us strong and allows us to find solutions, but they are nonetheless very complex issues. For example, problems like traffic and parking will no longer exist in 15 years, and some areas of cities will no longer be used because having a private car will be considered a luxury: the way people move around will change. Cars will be so technologically advanced that they will no longer need a driver.

3D industry will give us new possibilities, and we will need to get used to a new type of production in our cities: each of us will have our own small 3D printer and will be able to create what we need. Is this a product or a service? In which category does it fit?

This is definitely a very complex subject that should encourage us to reflect today, because change will be very fast and global. These considerations have to force us to be more flexible in making decisions and to look for shared solutions, as change will not only occur in a limited area of a single metropolis but in the entire

metropolis, and in all metropolises all over the world. The metropolises where the change will not happen will be prone to social inequalities.

For this reason, I think that we should anticipate change and welcome it by using shared solutions. Thanks to the energy transition, we are starting a shared local energy business in our municipality and creating many jobs, because manual labour will only partially be replaced machines.

We need training and education for workers and businesses, along with a global change in lifestyle and production that forces us to work closely with citizens. It is essential for people to be offered solutions and tools that make them culturally capable of accepting and participating in changes, and not just impose them by making laws: we need to implement projects, products and services to make citizens an integral part of the change that we are creating.

I think that this role should be played by authorities and shared with citizens. We often do not have the proper tools to manage these initiatives optimally at a local level. This is why we need to invest in education and training and in creating shared networks between businesses, workers and citizens. We need to create an ecosystem where change happens quickly, and adaptation can be quick as well. When we think of smart cities, smartness does not lie in technology but rather in the way people use it: it is important that we give citizens the ability to contribute by bringing in their knowledge so they can produce real changes in our cities.

It is therefore essential to change our mindset, because authorities are responsible for what happens: staying inactive or promoting change is something that affects our citizens' lives! This is why we are replacing our 40-year-old urban plan in Barcelona, which we have been able to develop in each of our 36 municipalities.

Culture change is also a fundamental aspect to take into consideration when addressing challenges. The ultimate purpose of creating a local business is not so much the energy supply but rather creating a city network made up of citizens, businesses and the municipality that we can manage on our own, to get the most out of the available resources and the circular economy so that people can take full advantage of the transitional economy.

It is therefore essential to convey values to people and work on them together. The technological progress that we are experiencing nowadays is going to change the labour market not only in Barcelona but throughout Europe. This change is happening globally and simultaneously, and if we prepare workers for it, they will have more opportunities in the future.

We have to try to create more opportunities in our territory, and it is essential to educate children to get used to new technologies. We need training, and we need to

be able to use the available training; therefore, networks between entrepreneurs and families are essential.

We are also trying to promote innovation through a knowledge exchange between entrepreneurs and companies, as well as between entrepreneurs who did not know each other previously. Communication between companies could lead to the creation of new products. We need a culture change to create mechanisms that allow us to develop this. Urbanisation is fundamental in this regard.

Being able to manage mobility is also crucial: currently, many inequalities depend on the ability to access a better or worse job, and distance from the workplace is essential.

These are the aspects and opportunities that we need to address, and each of the municipalities in the Barcelona Metropolitan Area is working on them because the change that we need has to be approached with a systemic vision.



Arbjan Mazniku*Deputy Mayor of the City of Tirana*

Tirana has undergone major changes over the past 25 years. Probably not everyone knows that we had fewer than 200,000 inhabitants 20 years ago. At the time of the regime, only a few people in the army could own cars and there were only 17 in the city. Then, over a 20-year period, the situation has completely changed, and now we have more than a million inhabitants and more than 220,000 cars. Much of this development was not planned, and the population has grown at a rate of around 25,000-30,000 people per year. So, an average of 75 people a day move to our city, and this has a strong impact on it.

Until three years ago the urban area was 42 square kilometres, and then 24 municipalities were merged into a single large municipality with a single budget, not a metropolitan city as we call it in Europe. Now, the city spans an area of 1,200 square kilometres, so we have grown more than 25 times. Tirana has become a more cosmopolitan city, and people's mentality has also had to change and adapt to a more urban dimension to face different challenges. Tourism has increased by double-digit figures; the city is the centre of the country's economy, and nearly 40% of Albania's GDP is generated in Tirana.

All these factors create a series of challenges which consist in keeping up with growth on the one hand and providing services, especially social ones but also economic development, to the city and the rest of the country on the other. We are also recipients of several funds, so we are committed to managing investments from abroad.

Maintaining social cohesion is one of the hardest challenges for us: growing from 200,000 to 1 million people in less than 25 years means that most people have not lived in the city for the past 25 years.

Paving the streets and repairing or renovating kindergartens are certainly not trivial matters, but they are nothing compared to the challenge of having to change the social fabric or the mentality of people who end up living in the city.

I believe this is a situation that is occurring in many other cities and metropolitan areas: attracting investors by soliciting a global economy means attracting a large number of people, and this creates a need to review demographic, social inclusion and public health policies. I think this is one of the challenges, also considering the consequences on finances. Hence, at times it is important to think ahead about city development in the context of the global economy, even if politicians do not always go that far.

We developed a new master plan with the Milanese architect Stefano Boeri and envisioned the very strong concept of an urban core to contain the city's horizontal development. More than 2,000 trees were planted to create a sort of vertical forest and achieve a physical boundary between the urban part of the city and the remaining more rural parts.

We now need to analyse how to integrate an urban-type with a rural-type economy and provide them with an equivalent service level, as providing services to low-density areas is clearly a challenge because costs are not offset. Tirana is a relatively young city, so it is important to learn from the mistakes of other cities and avoid repeating them.

In this regard, we have learned from the discussions held in other European cities and have just finished building a cycle path that will allow us to increase the number of people using bikes and reduce traffic by providing a cheap alternative to the tram, as well as promoting a healthy lifestyle.

We think that a child-friendly city is most likely a good city for everyone, so we have tried to implement child-oriented policies, such as improving kindergartens. We have worked hard to create small communities and playgrounds that are places not only where children can play but also where parents and grandparents can gather and build cohesion as well. We have left schools open beyond school hours to create meeting places where social activities can be held to create cohesion.

Christian Tordo*Deputy Mayor of the Métropole Nice-Côte d'Azur*

The metropolitan area of Nice includes 49 municipalities whose populations range from 50,000 people in the smaller municipalities to about 350,000 people in the city of Nice, so much of the population lives on the coast. Therefore, we need to come up with new strategies and ways to transform our economy which include the smaller municipalities: we must not only provide services but also test ideas and pilot projects. We definitely need data that allow us to make informed decisions and develop strategies to face the new challenges of the global economy. We also need to work with local actors, such as students, universities, regions and the local government.

Looking back now, tourism has been our main focus for many years, so we have been relying on an external source of wealth. We have now become an incubator city for start-ups and have even filed a patent. Many metropolitan cities believe that innovation is key, but I believe that how innovation is achieved is even more important: we need strong leadership which is aligned with the main policies of stakeholders such as universities, governments and public laboratories. A government-level initiative has started a working group on artificial intelligence, and this is one of the most important areas in which we are trying to invest and sponsor.

Another sector we are working on is smart cities. We realised that investing in smart cities was a forward-looking policy, so we created a centre that included large companies, start-ups and universities. We have invested 2.5 million in what is considered a national interest plan in France with the aim of creating a sort of tech city with 4,000 homes and an international business centre with 4,000 jobs.

These are just examples, but we want our territory to be a place for experimenting with new projects and

services that can be used at a national and not just a metropolitan level. Another important aspect is inclusion: we have invested in a platform, which is still under development, to make the information on the functioning of the smart city available to citizens. These are just examples, but they are all aimed at making the city part of a global mechanism.

French law distinguishes metropolitan cities from metropolitan areas, which are defined as *métropoles*, and it lays down their competences. *Métropoles* and regions have concurrent competencies in some matters (e.g., economic development), while others belong exclusively to *métropoles*.

Security is the top priority for our citizens, and in France we started considering cities the main actors in security challenges — including national security — because most of the time mayors are at the forefront.

Other important priorities for us are pollution, energy savings and social inclusion, because we cannot have a welcoming metropolis if we don't everyone.

We need to change our idea of society, develop our metropolis together with people, empower our citizens, raise funds and distribute them among all actors so that they can create opportunities. This means that we should not leave anyone behind. There are many young people in France who are coming of age without having finished their studies. Also, there is an increasing share of senior citizens who need care. Most of them live alone, and we need to find ways to take care of these people and offer them assistance so that they can fully experience the city. Finally, we should not forget marginalised people with low incomes who should still be able to play an active role in the life of the city.



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